



latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 22 MARCH

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Grand Designs for Great Sailing!



SAN JUAN 7.7



Designers Comments:

The concept of the 7.7 developed around the question of what the ultimate racer/cruiser under 30 feet might be. After jotting down many of the basic parameters, the design began to take on an exciting shape.

The challenge of designing the 7.7 was intensified by three important factors. First, the 7.7, at least from initial thoughts, was not intended to be a boat for first time owners. Second, I did not want to design the 7.7 to conform to any specific rating rule, and third, the boat was to be good looking, fast, safe, and above all, fun. Therefore, I had quite a bit of design freedom due to the fact that there were no specific limitations.

During the design phase of the project, several people kept commenting "nothing like this was available on the market". The 7.7 was to be a boat that in its size range, would be more exciting to sail than any other, if indeed, a similar one existed.

The 7.7 has considerable sail area for a fractional rig. Sail changes and sheeting are easier because of the smaller genoas, and what is lost in their reduced size is more than made up for in the large main, which allows for very exciting sailing off the wind.

A very light displacement hull and wide 9'6" beam, with a long waterline and broad flat run aft would ensure a powerful, fast, stable ride with extremely good tracking ability.

As it has turned out, the 7.7 is an ideal boat for the first time owner and probably one of the most exciting racers we have ever produced.

Don Clark

More Grand Designs:

San Juan 21	Tartan 27
San Juan 23	Tartan 30
San Juan 24	Tartan 37
San Juan 28	

Dimensions:

LOA 25'9"	Shoal Draft 3'3"
LWL 20'0"	Displacement 3200 lbs.
Beam 9'6"	Ballast 1100 lbs.
Draft 4'0"	Sail Area . . . 304 sq.ft.

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San Juan 7.7 Tartan Ten Wilderness 21 Moore 24

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Greg Quilici is a member in good standing of Team Pineapple. That means that he bought his sails from Richards and van Heeckeren. He comes to our regularly scheduled seminars. That means that he usually comes in on Fridays for pre-race planning, and on Mondays following for tutorial 'bull' sessions.

But above all, Greg is a genuinely good guy. He is considerate, courteous, has a good sense of humor, and knows a good sail when he sees one. He is not likely to succumb to the fad of the moment, or the high-powered-hype.

But Greg has his shortcomings too: out on the race course he can get down right mean! When you realize that he named his boat 'Blue Meanie', you might get an inkling to the other side of his personality. Let us tell you this story. You probably won't believe it, but it's true; it really is!

During the first three races of the Metropolitan Mid Winter Series, 'Blue Meanie' had compiled an impressive point lead for herself. So great was her lead, in fact, that going into the last race it was virtually impossible for her to lose the series.

And now comes the low blow: you just won't believe this! The only way 'Blue Meanie' could lose the series was not to show up for the last race, have everybody else show up, and have the second place boat win. Now what are the chances of that happening, when there are always absentees? Well, what do you think Greg did? That's right, you guessed it: He showed up for the last race!!!!

How mean can you get?



PHOTO BY DIANE BEESTON

Blue Meanie * Winner of Metropolitan Mid Winter Series.



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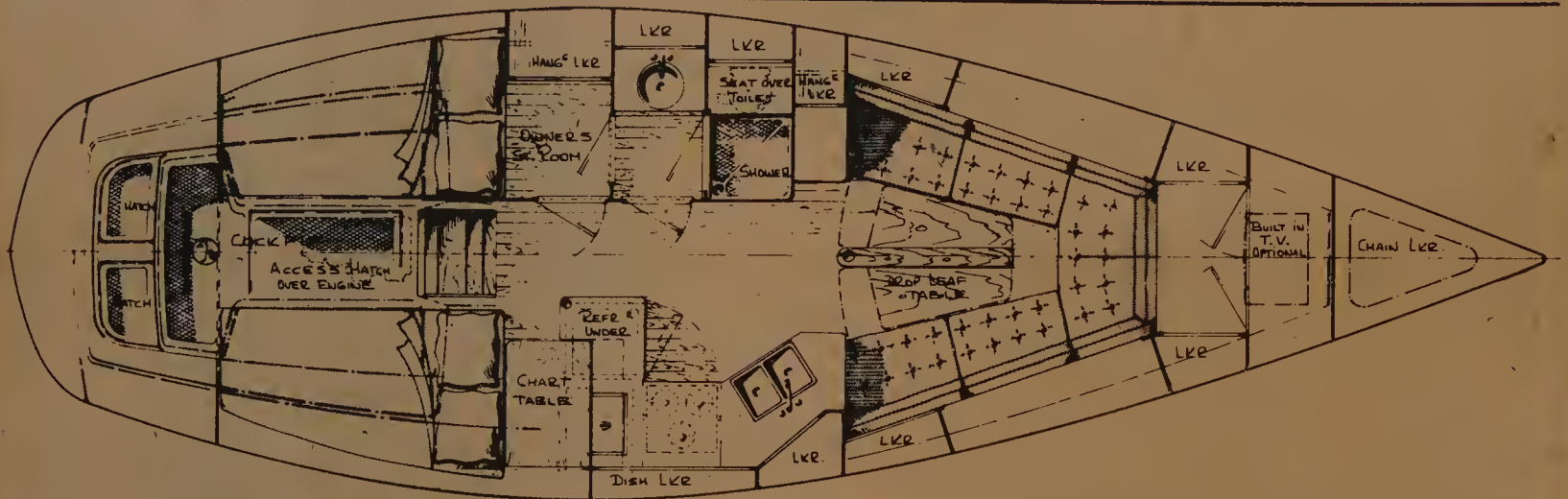
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Best regards,
NAOMI JAMES

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CALENDAR

7 march
metro yc movies — see sightings

10 march
sfbsa auction — st. francis yc
corinthian yc ladies' race
ano nuevo race — monterey peninsula yc

15 march
ballena bay yc movies — see sightings
deadline for filing for yra without late fee
congressional cup — eat'em up Hackett!

18 march
wheeler memorial regatta — berkeley yc

25 march
richmond yc ladies' race

31 march
st. francis one-design invitational

4 april
tom blackaller & movies at corinthian yc

Cover: 'Salty Dog' Max Zenobi casts off for Italy.

latitude
38

Richard Spindler — Editor & Publisher
Kathleen McCarthy — Advertising Manager

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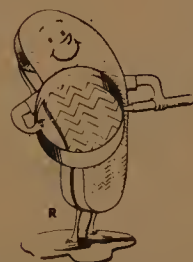
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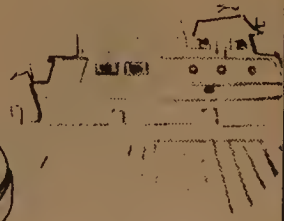
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Dick Seay's LEWMAR REPORT

Lewmar Marine is pleased to announce to the sailors of San Francisco bay area that they have been selected to supply the winch systems for the new U.S. 12 meter "Freedom" entered in the 1980 America's Cup Defense. The successor to "Enterprise" is being backed by the Maritime College of Scholver Foundation. Edward du Moulin confirmed the order for Lewmar equipment following a visit to Lewmar at Havant, England, by Dennis Conner, well-known ocean racing helmsman and Olympic medalist, who will skipper the boat.

In addition to the new U.S. defender, Lewmar is involved in the only two other 12 meter projects. Lewmar equipment has been selected for the Valentiijn-designed "France III" for Baron Bic and the British 12 meter "Lionheart".

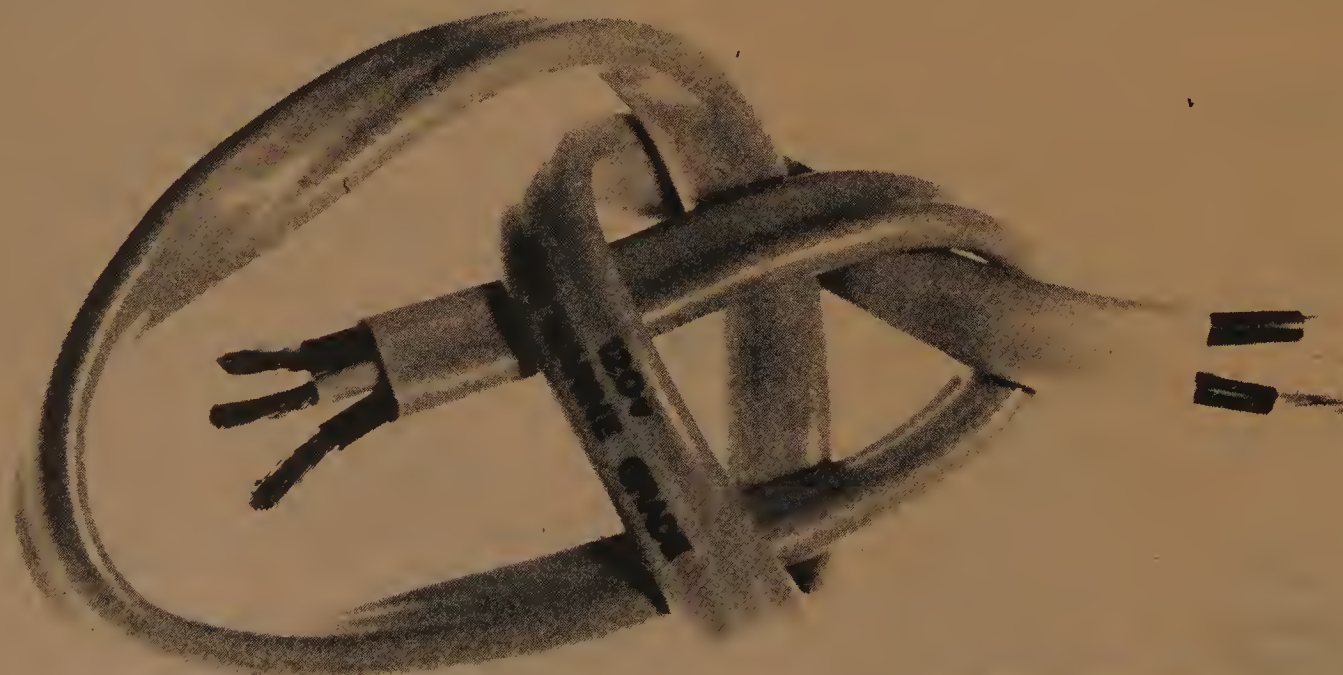


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LETTERS

Latitude 38,

I hate to sound like a deadbeat; however, I think Mr. Neils Kisling, (Letters, Feb. 79) should take another look at his evaluation of his alarming tragedy. With all due sympathy and regard for fellow humans losing their lives off the at-times treacherous California coast, (which I have also sailed), I must say that we seem to be missing the point.

Why blame the liferaft? Those fellows were sailing a coffin ship. Racing is high risk, and going to sea in heavy weather in the kind of vessel they did bordered on reckless insanity = to wit, insufficient ballast, overly flimsy construction, unstable directional control, plus overcanvassing. Which was REALLY the "vehicle of death"? The raft was merely an unfortunate afterthought.

And what about the liferaft? How about buying one big enough and seaworthy enough for 3 men? Why didn't the damn fools test it under simulated conditions before they went out in a storm blindfolded?? Ever heard of a game called American roulette?

Mr. Kisling was certainly lucky, but not necessarily wise. Those two brothers would have been well off if they had never heard of racing . . . (or perhaps its more fun being dead!!).

Papilio Rutulus
Santa Cruz County

Papilio — You've raised an entirely different issue than the one Neils was addressing himself to. In his letter he made the simple claim that the JCR liferaft was unseaworthy, and in so doing supported the view of the reader who sent us the photo of the JCR raft (See Page 35 of the January Issue).

You are saying that the boat had been unseaworthy. Maybe you are correct we don't know. For all we know Neils may agree with you, for he didn't make any mention of the seaworthiness of the boat in his letter.

Nevertheless, we don't see how the seaworthiness of the boat should have any connection to the seaworthiness of the liferaft. The liferaft is going to be the same good or bad liferaft if you are abandoning the boat Neils did, or if you had abandoned the Queen Mary.

We're going to look into this entire matter of liferafts in the next issue or two; to see if there are any Coast Guard regulations which apply and what you ought to expect from one in the unfortunate case you might have to use one. If any of our readers would like to share any experiences they've had with liferafts please drop us a line.

Latitude 38,

I'd like to comment on the letter by Peter Sutter that suggested that commercial fishermen run at night with their strobe lights on. Having fished offshore for albacore several seasons, I cannot recall anytime that we, or any of our running partners, used a strobe while running. However, it is common for fishermen to turn on their strobes at night, after shutting

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LETTERS

down, while drifting offshore. It is also worth mentioning distance tends to be deceiving when viewing a strobe at night; perhaps the result of a relatively short, high intensity flash.

I would also like to point out that not all radars have the power of the one on Yerba Buena Island. We have, on more than a few occasions, come up on sailboats that had reflectors visible in the rigging, but never saw them on our radar screen. Perhaps all this says something about radars, or possibly about reflectors. Whatever the case, KEEP A WATCH, IT'S SAFER.

Bill Canon

Latitude 38,

I was surprised not to see some of my favorites in your recent issue's commentary on women in sailing (pg. 41). I would like to add a few: 1. Diana Green, sailed an all women crew in YRA, written for Oakland Tribune, Sea, etc., P.R. for Oakland Boat Show, you name it, but, most importantly, she should be mentioned because of the encouragement she has given to many women to get out there and sail; 2. Sally Green (no relation) in her second year as BYC Race Committee chairperson. She has done a great job of organizing the regular schedule, but should receive special thanks for her outstanding handling of Nimitz and Wheeler Regattas; 3. the "senior" women (they probably wouldn't want to be named with that label), who have taken their boats and sailed, long before it was "in", and have given encouragement and even the helm to interested women.

I could add many more names to your list, but was particularly surprised not to see the ones I've mentioned.

Sincerely,
Betty Ann Barnett

Betty — Thanks for adding Diana and Sally to our incredibly incomplete list.

Latitude 38,

Congratulations on the excellent job you're doing of keeping Latitude 38 sailors informed on 'what's happening'; however, I've got one bitch. How come no article on the routes sailed by S.F.O. to Maui singlehandlers?

In your report on the "Countess" you requested a sophisticated test on radar reflectors. Oregon State University has completed such a test.

A quickie summary of their published summation indicates; every small boat should host a corner reflector during reduced visibility. It states the reflector's echo is greatly reduced if the angles are NOT within one degree of being square. (To this end I've cut some small squares from a piece of aluminum angle which I use to hold my reflector square when I assemble it). The size of the reflector and its height above the water are only slightly less important.

A summary of the report is available from Oregon State University Extension Marine Advisory Program, Corvallis.

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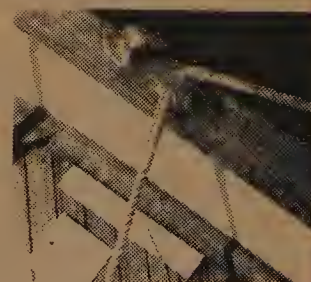
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LETTERS

Oregon 97331.

As a news publication you should be able to get the complete report.

G.W. Carmichael

Mr. Carmichael — We do have copies of all the courses sailed by the singlehanders, but we decided not to print them since they'd look like nothing more than twenty lines running across the page. In addition many of the positions indicated were just guesstimates since half the fleet didn't know where they were and the other half didn't care — at least until they closed on Kauai. George Sigler probably still has a few sets at Survival & Safety over in Oakland.

On the matter of radar reflectors, Ron Urmini sent us a copy of the Oregon State Study you refer to. If we may be candid, we thought the study was virtually worthless and non-informative. It was consistently wishy-washy and limp. Every finding was prefaced with qualifiers like 'limited evaluation', 'not conclusive', and 'preliminary test'. We want to thank both you and Ron for making us aware of the study, but as far as we're concerned it hasn't cleared our minds about the effectiveness of radar reflectors.

Ground Hog's Day, 1979

Latitude 38,

I've long believed there's nothing quite so dangerous as a bureaucrat with an idea. Your recent article on the bridge district's attempt to collect a toll from sailboats passing under their bridges is a very good example of this. The next logical step, of course, is to collect tolls from airplanes and helicopters venturing OVER these bridges. No doubt this will be followed by an "aesthetics" tax on all people who merely admire their bridges from a distance.

Can you picture the confusion of Ethyl and Mortimer Tourist when the agent from BARF (Bridges Against Residual Freedoms) approaches them on the Fremont salt flats as they stand admiring the glorious Dumbarton Bridge and demands \$.13 for enjoying his view?

Let's hope we can cross this bridge before we come to it.

Don Gibson
Alameda

Don — You are kidding . . . aren't you?

Latitude 38,

Now, who IS the woman pictured on the cover of your February Women's Issue? I think I'd like to go sailing with her.

Ken Jesmore
Sausalito

Ken — That's your wife, Carol, you may read more about her on page 51 of this issue.

LETTERS

Latitude 38,

Wonderful interview with George Olson — I hope you interview more hippies who design boats — Tom Wylie for sure.

You sure can be proud of your magazine. It's lots more fun than the glossy \$2.00 rags and doesn't seem to have many more ads.

Good "Women's Issue", but you missed some of the good ones.

Hurry up and print Part II of the "Idalia".

Hope you are making some bucks.

D.L.

D.L. — Tom Wylie is next on our designer interview list; in fact, we had done an interview with him last year but neither he nor we thought it was up to snuff. We didn't know he was a hippie though — we're sure going to ask him about that.

Thank you for the other kind remarks. The one way you can insure that Latitude 38 makes a few bucks is to tell our advertisers that you read Latitude 38 — particularly when you're responding to an ad. They love it!

Latitude 38,

Enclosed is our renewed subscription for '79 (originally for my husband, but after one year, I wouldn't miss an issue!) I couldn't resist a few comments, tho!

Of course your February issue was the best ever — Joc Carrick is THE BEST in my book. After sailing with men all my life (and learning nothing except how to pop a beer top, which I already knew!) she invited me to race a midwinter series with her on their Bear boat. MY WHOLE FEELING FOR SAILING IMPROVED 100 PERCENT. Need I say more?

One thing, however — a nominee for sailor of the month would be Roy Raphael (Islander 28 Champ — "Raffles") or my main man, Steve Buell (same boat as above). Both hail from Encinal YC and Richmond YC.

Thank you, too, for lots of laffs!

Ginger Buell

Ginger — We thank you, and we're sure Jocelyn does, too. Next month we'll be featuring all the One-Design winners, but Kitty James tells us that Don Woolery won Islander 28's. What gives?

Latitude 38,

Keep it coming. Enjoy "38" so here is my \$7.50.

Particularly liked your coverage of older, out-of-production boats. How about Alberg 35, Cal 36, Islander 29, etc?

Don Henrichsen
Watsonville

Don — There are two features we plan to get back to as soon as possible; one is the 'centerfold boats' as you request, the other is 'Changes in Latitudes'.

JTM 24

The ULTIMATE ONE DESIGN

- No. 1 Launched in Rhode Island, Spring '77.
- No. 47 Launched Fall '77, San Francisco Bay
- No. 1001 Completed December '78
- No. 1521 Arriving Spring '79

- 52 SOLD IN THE BAY AREA
- YRA ONE-DESIGN (Provisional)
- MORA Hot Shot
- 1979 YRA START CONSERVATIVELY ESTIMATED AT 35 J/24's
- NOW BUILDING IN:
CANADA, EUROPE, AUSTRALIA, JAPAN . . .

The World's No. 1 selling one-design —
WHY YOU SHOULD OWN A J/24!

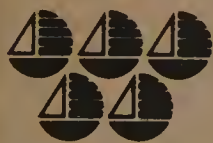
The J/24 comes very close to the ideal one-design. It has reasonable accommodations for weekend cruising; the grace and performance of an ETCHELLS or SOLING; the stability and working deck of a custom offshore 30-footer; the easily managed, unintimidating sail plan of a Lightning; the upper speed ranges of a Tempest or 505; the toughness and solidarity of a wooden boat driving through waves; the smooth acceleration of a Hobie 16 in moderate air; the quick maneuverability of a Laser or 470.

Drop by and look at, touch and sail a J/24 — you'll join up too!



LOA	24.00'	Sail Area:	
LWL	20.00'	Main	136 sq.ft.
Beam	8.92'	Jib	125 sq.ft.
Draft	4.00'	Genoa	216 sq.ft.
Displacement	2,700 lbs.	Spinnaker	440 sq.ft.
Ballast (Lead Keel)	935 lbs.	Auxiliary (Outboard)	4 hp

PRESS RELEASE: The J/24 has been selected as fleet boat for the Olympic Circle Sailing Club. Call for details . . . 521-7322.



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San Francisco Bay's most complete sailing school and club
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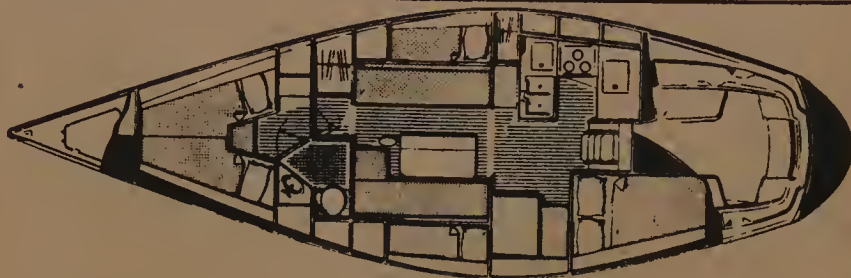
- ★ Lessons — basic sailing to advanced racing
- ★ Expert Instructors
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- ★ Ideal Bay location
- ★ Year round boat use

Get in on the fun — **Charter Memberships Now Available**

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Sailing Club**
1815A Clement Ave.
Alameda, CA 94501
(415) 521-7322

C&C YACHTS 40

LOA: 39'7"	LWL: 31'4"	BWL: 10'6"	BEAM: 12'8"
DRAFT:	Fixed Keel	— 7'0"	
	Keel Centreboard	— (up) 4'9", (down) 8'6"	
BALLAST:	Fixed Keel	— 7,910 lbs.	
	Keel Centreboard	— 8,795 lbs.	
DISPLACEMENT:	Fixed Keel	— 17,100 lbs.	
	Keel Centreboard	— 17,985 lbs.	
SAIL AREA:	743 sq. ft.	IOR: 29.8 (approx.)	



DON'T COMPROMISE!

C&C Yachts are designed to be high performance, comfortable, and easily handled yachts capable of offshore racing as well as offshore cruising. The new C&C 40 meets this criteria.

Look, if you're going to spend \$90,000 — \$120,000 for an IOR competitive, one-design capable yacht, consider ALL of the alternatives. We all agree that C&C builds fine yachts. We also understand that



Q. Can it compete?

A. The 1979 SORC bears out the winning performance, winning or placing in the first three races, competing against custom one-offs, such as J&B, Arcadia and IMP. Winner, first production boat in SORC.

Q. How does it rate?

A. The new 40 rates at 29.8 (new IOR), giving the versatility of either one-design or IOR racing.

Q. What about one-design?

A. Of course! And the advantage that the C&C 40 offers over other production boats is that it does compete at IOR level racing. The C&C 40 is not a compromise. It was designed to win. AND DOES!

Q. How much will it cost me?

A. Individually, plan to spend about \$100,000, BUT, that includes a full up competitor, with 10 sails, hydraulics, 9 winches, \$3,000 electronics package, plus the standard equipment list. Incidentally, C&C's "Standard List" includes a fully balsa-cored hull, deck, rod rigging, Edson steering, diesel, externally mounted lead keel, propane stove, life lines, and the stuff that you EXPECT to be on a yacht.

Q. What about one-design — is it cheaper?

A. Sure. Let's get together and talk about fleet prices. The factory will give a little, we'll give a little, and I'm sure our suppliers will give a little. Bottom line is big savings!

Q. What do I do next?

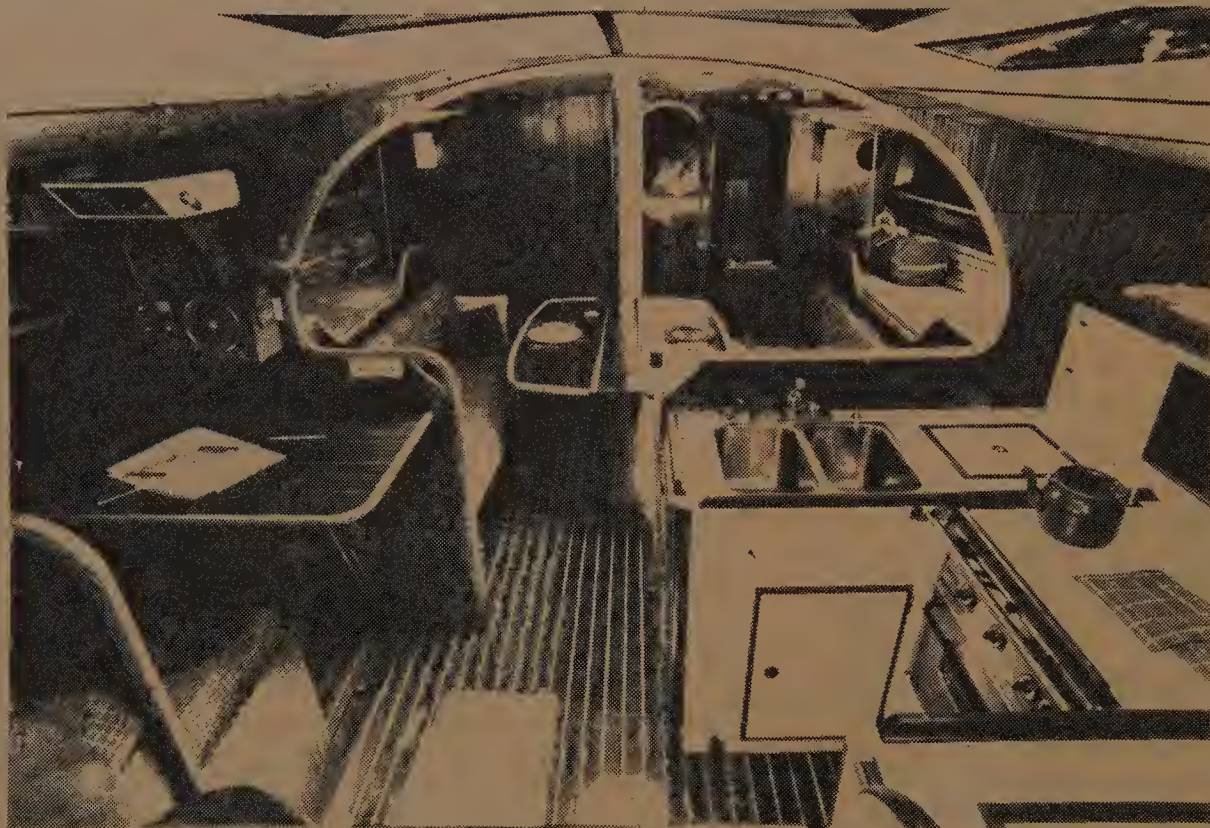
A. Drop us a note, give us a call or simply drop by. Let's get rolling — we're looking at mid-summer delivery at best. The construction slots are going fast.

- RAFIKI 35 • J-24 • NONSUCH 30
- RAFIKI 37 • J-30 • SILVERTON
- ENDEAVOUR YACHTS • MAINSHIP



1815 Clement Avenue
Alameda, CA 94501
(415) 521-7200

THE GUYS AT THE YACHT CLUB WILL NEVER BELIEVE THIS ONE!



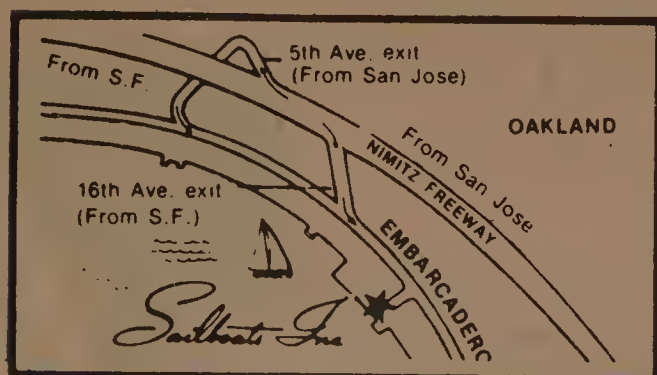
What you're looking at is the interior of the new Pearson 40. That's right . . . Pearson! Bet you thought it was one of those expensive, European, custom jobs. Don't worry, the satin-varnished African mahogany with laminated ash moldings and teak and holly sole fools everybody. They think Pearson builds good, strong sailboats with Plain Jane interiors. The "good, strong" part is a matter of public record. The interiors? You be the judge.

SPECIFICATIONS*

L.O.A. 39'11"; D.W.L. 31'3"; BEAM 12'6"; DRAFT (Board Up) 4'3", (Board Down) 9'5"; DISPLACEMENT 21,600 lbs.; BALLAST 11,000 lbs.; SAIL AREA 802 sq. ft.; MAST HEIGHT ABOVE D.W.L. 58'; HEARDOOM 6'4"; F.W. CAP. 90 gals.; FUEL (Diesel) 46 gals.

Sailboats Inc.

21 Embarcadero Cove
Oakland, CA. 94606
(415) 536-6760



I.O.R.

Spring is in the air and the IOR fleet is coming alive. Most of the IOR members are busy preparing or acquiring their boats for the coming season. Dean Treadway has just completely refinished "Sweet Okole's" natural wood hull, and is looking toward the 1979 TransPac. Sweet Okole dominated B Division in 1978 and they are anxious to prove they can do the same in A Division in 1979. Sweet Okole's transfer to A was precipitated by her increase in rating under the 1979 Mark IIIA.

Bill Erkelens is reducing the size of "Lois Lane's" main and is removing some ballast to reduce the size of the rating increase that his boat is facing.

Stan Reisch has added a stiffener in his mast on "Leading Lady" and is adding some ballast to compensate for the increased weight aloft. It is rumored that Leading Lady's crew kept demanding Bell helmets but I understand the real reason for the stiffener was that they couldn't get sufficient headstay tension. With the old rig, the mast simply would go out of column with increased backstay pressure.

Last month we mentioned several new boats coming into the area. Since then we have Thomas Harney's Swan 55 "Adiamo", a Swan 441 and Chris Gasparich bought "Monique". Ori Gooch and John Paxton both have Santana 35's on order which will give us three 35's in total. Roy Raphael has ordered a Wylie 34.

The February IOR meeting proved to be very informative to the 130 guests that attended. Gary Mull gave an excellent review of the "rule". He pointed out that the 1979 Mark IIIA makes an Ericson 35, 37, 39, Islander 30, 36, Columbia 36, etc., a potentially competitive boat. The owners of these relatively "Oldies but Goodies" recognize this and are signing up for the 1979 season.

Ray Booth gave a review of the process of having your boat measured. Many people were pleased to discover that it isn't that hard or expensive; \$200.00 if you have an IOR standardized production boat, \$400.00 for a custom. Myron Spaulding, local IOR measurer was introduced and commented on several issues.

Best bargain of the month if you need a budget boat to join the fun, has to be "Wild Turkey", a Farr One Tonner. The boat has some deferred maintenance but she can be bought right (low 40's) and can be an effective bay contender.

Look for the crew registration form elsewhere in this issue. If you like soggy tuna sandwiches, warm Lucky beer and grinding winches, fill it out and send it in, I am sure you will find a ride.

The Spring training program for bay racing is the Ano Nuevo Race which is a good way to get cold and wet early in the year so you can start getting used to it. It is held on Saturday, March 10, and is an excellent excuse to take your wife to Monterey. There are usually 15 or more Bay Area boats there. I will be sailing on MageWind and will give a recap in the April column.

The annual Spring meeting of the IORDA will be held in the Starting Line Room at the St. Francis YC on Thursday, March 22, at 8:00 PM. These meetings are fun and offer an opportunity to renew old friendships. We will finalize the plans for the 1979 season at this meeting and you are encouraged to attend.

— roger hall

Pin Cord
Jump
Suit

A light, cool blend of 76% KODEL polyester and 24% combed cotton. Features include bi-swing back, sewn-in creases, short sleeves, bellows chest pockets, two hip pockets hook/pile closures, adjustable belt, and two-way front zipper.

Color—Blue
Sizes:
Short—M,L
Regular—S, M,L,XL
Tall—M,L

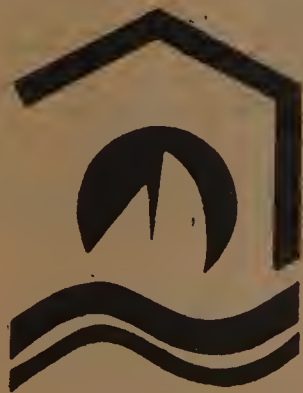
\$34⁹⁵



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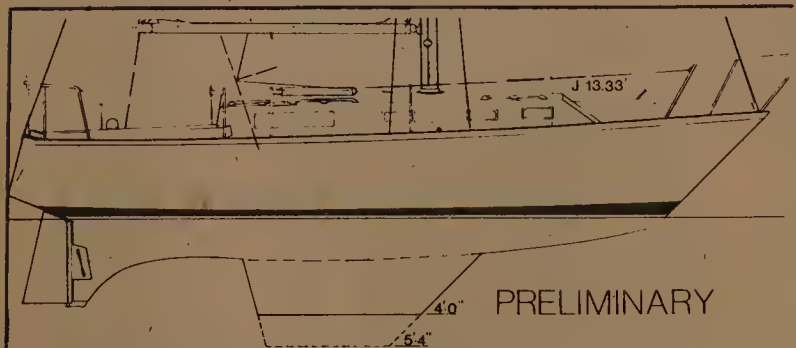
SANTA CRUZ 27



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MORGAN 32

Morgan's recently introduced 32-footer represents a practical development of the moderately light contemporary performance cruiser/racer. The hull has a modern profile, a fine forward waterline with a shallow forefoot, optional deep fin keel and a skeg-hung rudder with the propeller mounted within an aperture. The sail plan has moderate area with shrouds set well inboard for close headsail sheeting. It rides and sails like a 40-footer.



MORGAN 38

Ideal for extended offshore passages, entertaining guests, or living aboard, the Morgan 38 is a very accommodating performance cruiser. She's got a slick tank-tested hull constructed of all hand laid-up fiberglass and fire-retardant resin. Her topsides are Airex cored for increased stiffness and maximum sound and thermal insulation. And she's got a huge, room-to-move-around-in T-shaped cockpit. Take the Morgan 38 for a sea trial. You'll find, whether cruising off for the weekend or racing offshore, she's two of the best boats you can own.



MORGAN 41

Designed to go outside and stay outside. When the 41's full length, heavily ballasted keel goes to work with her broad, wide beam, the result is a stable, sure-handling and comfortable boat. Her fine entry forward and clean lines aft enhance her performance. Her large rudder makes for responsive handling, in close quarters or holding a heading offshore. She's a veteran of many ocean cruising passages — and she's the most popular charter sailboat sailing today. (We can arrange to put your Morgan 41 in a charter program. Call for information).

SELECTED BROKERAGE LISTINGS

47' Stephens cruiser. Crusader 350 hp. Planked hull, teak and canvas deck with teak interior. A real beauty. In excellent condition. Asking \$57,500. Contact Nancy Carr.

Yankee 1-Ton. Excellent equipment. Large sail inventory. Competitive boat under new rule. Beautiful condition. Diesel. \$57,000. Call Bill Gorman.

Morgan 51. Diesel 120 hp Westerbeke, radar, autopilot, VHF, dodger, varnished teak and holly sole, full electronics. Repossessed. Sacrifice \$180,000. Replacement \$238,650.

Santa Cruz 27 — 10 Norths, 7 Barients, VHF, complete offshore gear and trailer, \$18,500. Two others listed, including single-handed TransPac winner. Call Mick Caldwell.

Morgan 41, 1974. Generator, diesel heater, freezer, autopilot, dodger, TV, immaculate. Priced to sell. Call Jack Woida for appointment.

41' Cheoy Lee, 1977. Offshore Ketch. Diesel. Pages of extras. Beautiful condition. Call Bill Gorman.

Cal 2-46. Completely equipped, including central heating. Beautiful ocean cruising yacht. Asking \$120,000.

Offshore 41 Custom. 1977 Ray Richards design. Beautifully maintained. Used by Cheoy Lee for 41 brochure. VHF, RDF, diesel, teak decks. Call Paula Blaiser.

Cal 29'—YRA Champion. Barients. Signet instruments. Complete racing inventory. Excellent condition. Call Joan Sherlock.

Additional Brokerage Listings

61' Full Power Ketch	\$110,000
58' Yawl	245,000
52' Chinese Junk	89,500
50' Garden Ketch	115,000
45' Cruisajler	66,000
44' Swan	150,000
43' PJ Swan	98,500
42' Farr 2 Ton	115,000
41' Ericson	59,000
41' Swan	145,000
41' Freeport	85,000
41' Custom Cutter	125,000
40' Challenger	78,000
39' Custom Sloop	62,500
39' Cal	84,000
37' Kiwi 1 Ton	65,000
37' Ranger	56,000
35' Peterson 1 Ton	78,000
35' Ericson	39,900

100 other boats listed, including many small boats

CREW FORM

The form printed below is for all of you who have wanted to crew on IOR racing boats but didn't know how to get a ride. Before you fill out the form, please be sure that you are serious about crewing and are willing to be a regular crew member!

You can xerox the form — so as not to wreck the issue — and send it to the YRA Office, Building 312, Fort Mason Center, San Francisco, CA. 94123.

CREW REGISTRATION FORM

NAME	SEX	AGE
ADDRESS	PHONE	WEIGHT
AREA OF PROFICIENCY		
SAILING EXPERIENCE		
SIZE BOAT PREFERRED (Indicate order of preference)	UNDER 30	31 TO 38 OVER 39

HAYNES SAILS



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A NEW SAIL LOFT

OFFERING ALL SERVICES

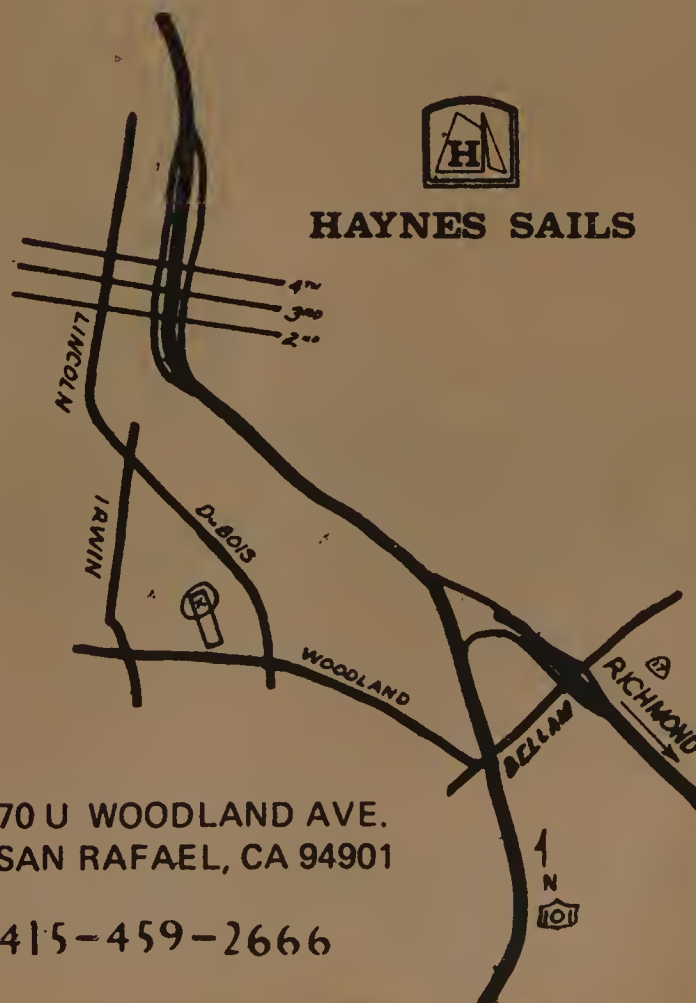
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TAKE IT FROM AN EXPERT!

METZELER BOATS

"I think it is by far the best inflatable dinghy and small boat on the market today," says George Sigler, who spent 56 days floating an inflatable boat from San Francisco to Hawaii. "If I were going to make another trip across an ocean, I'd go in a Metzeler."



If you are a cruising sailor looking for a dinghy, durability is the name of the game and Metzeler is the boat. Standard features of the Tender II Dinghy:

1. Heavy duty polyester core with seams bonded at 150°C.

2. An inflatable deck that makes the Metzeler the most rigid inflatable dinghy made. Even a wooden deck cannot match the stiffness of a Metzeler.

3. This stiffness makes the Metzeler easier to row, tow and motor. This is one inflatable you can actually row against a wind and chop.

4. Metzeler's come with oars and motor mount as standard equipment, expensive extras that other inflatables call options.

5. Metzeler has four built-in inflatable chambers, at least two more than its competitors.

Under the stress of day to day use on a long cruise, Metzeler will outperform any inflatable built today. Dollar for dollar it's the best value on the market.

TENDER II Standard Equipment: 2 thwarts, row locks, motor bracket, towing line, safety line, jointed oars, pump, pressure gauge, repair kit and carrying bag.

List: \$720 Introductory Price: \$650

Sale prices good until March 30. Boats marked down 10% to 15% during our introduction.

METZELER — A QUALITY BUILT INFLATABLE FROM WEST GERMANY.

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view from the top

Our transom. Their bow. The Peterson 34 looks fine from any angle. But this is the way most of our competitors see things.

She's just won IOR Div. I in the Metro Midwinters.

She's been invited to race in two prestigious One Design regattas. The Corinthian Offshore March 24 and St. Francis' event March 31-April 1. And she's on her way to Cabo San Lucas.

She'll start 1st in ODCA Section II.

This is the only American yacht going to the starting line with both One Design and IOR sanction.

Don't be left on the dock this year. Start with a winner. A true racer/cruiser with handsome accommodations for family and friends. The Peterson 34

Serendipity. The winning system.

Serendipity Yachts

Pier 9/The Embarcadero, San Francisco 94111 (415) 986-8108

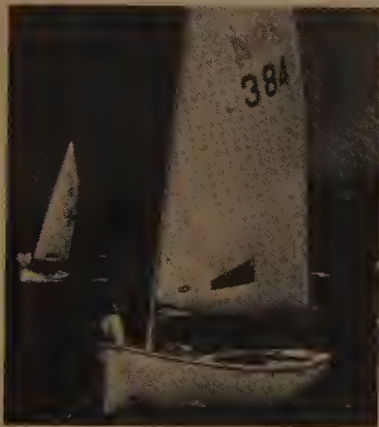
Here's what that means if you race.



Racing means winning, and that means fast sails.

Hood Sailmakers' seven successful Cup defenses form one of the most remarkable winning records in sports. But we're not talking about our wins to prove we make fast sails.

We make racing sails very differently from the other sailmakers. We use what we call the Total Approach. Total Approach means we design and build fast sails from fiber to finish in a way nobody else can. And our America's Cup



We make fast sails for all kinds of boats. 12 footers to 12 meters.

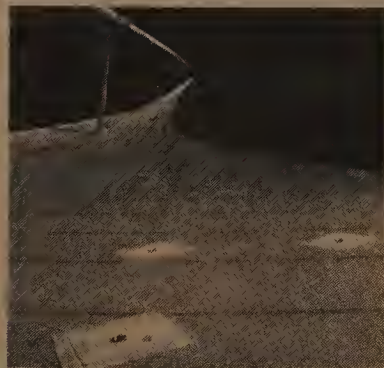
...racing experience is a part of the program. It's a test track where we learn which of our pet theories work and which don't. What we learn goes into every sail we make, and we make sails for everything from 12 meters to 12 footers.

Our cloth is another component of our Total Approach.

At Hood Sailmakers we weave our own cloth. With our special looms we can develop unique new fabrics with less stretch and more shape-holding strength.

We design our own sewing machines because you need precise stitching to hold precise shape.

We manufacture our own sail hardware for extra strength because gear failure loses races.

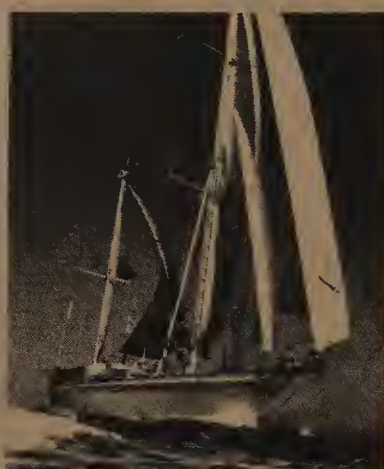


Total Approach goes way beyond computer theory. It also means unmatched experience, judgement and pride.

We invented Duroseam, our unique resinating process for added seam life. We're the only sailmakers who are so totally self-contained. That's the Total Approach.

Our Total Approach goes way past theory. It combines computer technology with something equally valuable: unmatched experience, judgement and pride in craftsmanship. We put more into your sails so you'll get more wins out of them.

Here's what that means if you cruise.



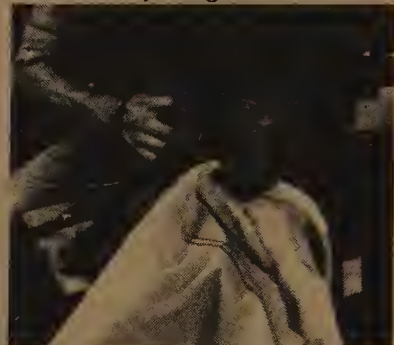
If you cruise you have your own set of performance needs.

Hood Sailmakers' unique Total Approach to sailmaking enables us to meet those needs. For example, years of America's Cup competition have given us totally unique experience in combining performance shapes with durable materials. Total Approach means you get the performance you want, with the long life you need.



We've been weaving and developing sail cloth for more than 25 years. Our own special soft cloth is perfect for cruisers.

We've been weaving and developing sail cloth longer than any other sailmaker, and we've perfected special soft cloth that's ideal for cruisers. It's easy to handle with remarkably long life.



Total Approach means custom-crafted hand work for higher quality and longer life.

Our Total Approach means custom-crafted hand work for higher quality. And we make our own sail hardware for extra strength to protect you against breakdown at sea.

Another part of our Total Approach: we have the largest service and repair department devoted exclusively to the care of your sails. We've got over 100 drop points where you can leave your sails and leave the rest to us. That's the Total Approach. We put more into your sails so you'll get more years out of them.

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Building sails that perform. In theory it's easy. In practice it's Hood.

LOOSE LIPS

Those of you who read closely might remember that last month John Leach of Larkspur wrote us hoping that he 'wouldn't be seeing recipes for dogshit casseroles' in future editions of Latitude 38. We weren't going to make any promises because we didn't know there was a recipe, but sure enough there is one and Tony Mertha, chef of the Isle of St. Brenden's YC in Sausalito sent it to us. For what it's worth, here be it:

DOGSBIT CASSAROLE

1/2 lb. Hamburger
1/4 Cup Sauerkraut
2 Oz. Collie hairs
2 Hunks of Bubblegum
1 Toy Soldier

Bake 1/4 hour a 475 degrees or until crusty with soft interior. Store 6 days, then mold with size 11 boot. Serve on concrete platter, garnished with blueflies braised in No. 2 diesel. Should be sprinkled with flat beer or saltwater.

As a little P.S. Tony adds, "We usually give a free dessert to the diner who swallows the toy soldier." Perhaps not nearly as many of you will want to try that recipe as those of you who will want to remember that it is the Isle of St. Brenden's YC that goes for this kind of chow.

In the very first issue of Latitude 38 we ran a photograph of a colossus of a sailing vessel tied up at the Grove Street Pier in Oakland. She was the 120-ft. ferro cement ketch, "Infinity", and was to be the first in a fleet of sister-ships built by Monroe Boat Company down in Campbell.

In a later issue we wrote about a brochure that Infinity put out, offering two-week time share on her staterooms for about \$10,000 a pop.

If you missed out on that initial offer for two-week time shares, be calm. For a mere \$2 million you can now have all of the boat for all of the time. Infinity is now for sale in southern California.

Attempts to sell time-shares were apparently less than successful and it may just have been an idea whose time has yet to arrive. On the other hand we have a feeling that the marketing problem may have been as much the boat's fault as it had been the fault of the time-sharing concept. When we initially wrote about Infinity we claimed we didn't know what to make of her; we were being coy, we knew all along she was ugly, and at 120 feet she was enormously ugly. Designing a handsome boat is no small accomplishment, but designing an alluring 120-footer is bucking almost infinite odds.

We have winners . . . but we have no names. The Metropolitan YC of Oakland sent us the results of their PHRF Mid-Winter Series, but didn't include the names of the winning skippers. PHRF 1: High Roller was first, followed by Wave Length and Absolute. PHRF 2: Obsessed took first, followed

Don Wilson YACHT SALES



YAMAHA 25

Stock boats only: Diesel, two sails, winches, boom vang, backstay tensioner, pulpit and lifelines, cushions, bottom paint, head and stove, safety pack.

\$19,995 + tax, 20%

down — leaves

\$201.91 per

month,

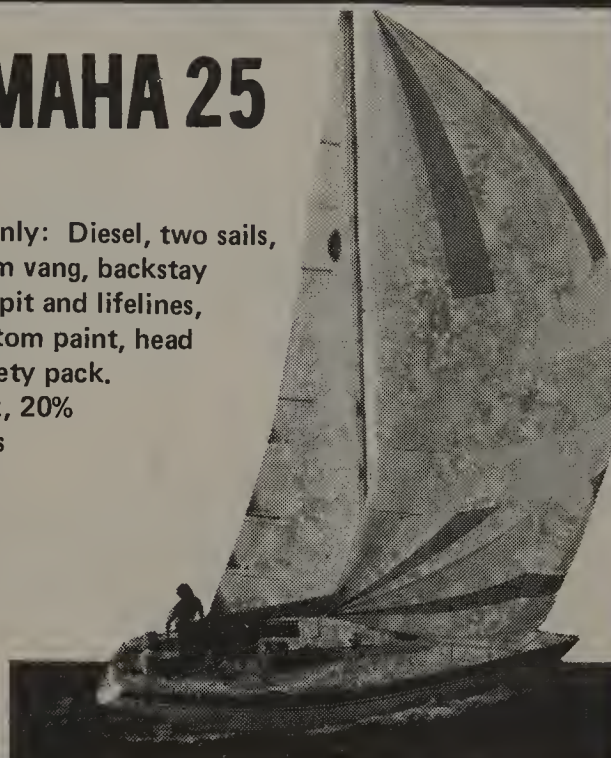
11.75%

simple

int.,

15 yrs.

after D.P.



YAMAHA 30

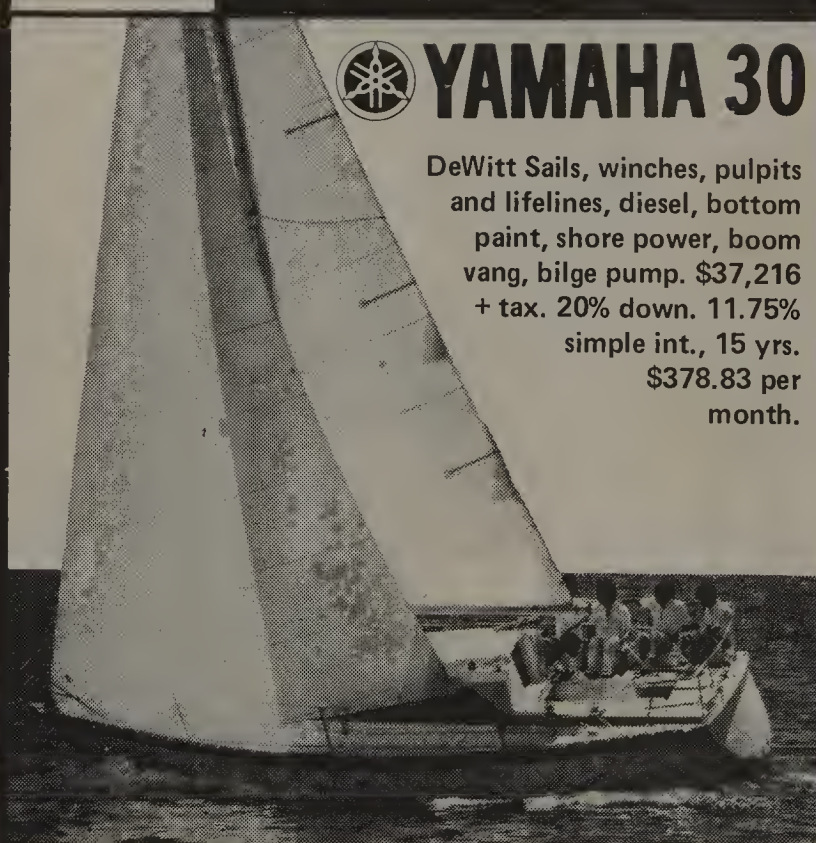
DeWitt Sails, winches, pulpits and lifelines, diesel, bottom paint, shore power, boom vang, bilge pump. \$37,216

+ tax. 20% down. 11.75%

simple int., 15 yrs.

\$378.83 per

month.



ISLANDER BAHAMA 30

Complete boat — \$29,200 + tax. Nothing extra to buy.

Our list of standard gear includes: diesel, pedestal, North

Sails, winches, lifelines and pulpits, shore power, instruments, etc., etc.

Introductory price can't last long, so hurry!


11 EMBARCADERO WEST PORTOBELLO
OAKLAND 444-8717

wilderness 21

Introducing the WILDERNESS 21 MK II—the GREAT San Francisco Bay boat. It's safe, it's strong, it's fast and it's built with pride in the Santa Cruz tradition. Weekends on the delta in light airs, or sailing the strong summer breezes of the bay; the WILDERNESS 21 will turn heads and take home trophies.

Wilderness Yachts is proud to announce **CLAUSS ENTERPRISES** as the exclusive San Francisco Bay area dealer for the new WILDERNESS 21 MK II yacht. Come see it now at the Clipper Yacht Harbor in Sausalito and talk to John, Jim, or Franz about taking a test sail *anytime . . . anywind.*

CLAUSS ENTERPRISES
Clipper Yacht Harbor
Sausalito (415) 332-4622



CLAUSS enterprises

LOOSE LIPS

by Driver Train, and **Cordon Bleu** which should be Bill Bridge Columbia 9.6. PHRF 3: Sizzler, which we believe is Richard Wilson's SC 27 took first with Vigilante. There weren't enough boats to justify a 3rd place trophy in this division, but if there were it would have gone to Fred Feid in Dithyramb, a Cheoy Lee Lion.

Hopefully we'll get the results of the other Mid-Winters in time for our next issue. When you send results to Latitude 38, please include the skipper's name and the kind of boat, as well as the boat's name. Thank you, roger and out.

Since football players have all made their migration to the tropics to count their money and baseball players are still limbering up their winter bodies; because of this there has been a little free space left in the Chronicle's Sporting Green. Some of this space was used to report that the Ballena Bay YC in Alameda was going to be sponsoring a crewed TransPac for PHRF boats, a race that would start just a few days after the start of the 1980 Singlehanded TransPac.

The Chronicle reported that the race was going to end in Maui, but a call to Hal Nelson confirmed our suspicions that it is really going to end at Hanalei Bay, Kauai. We're not trying to slam the Chronicle — goodness knows we phrequently phuck op 2 — we just didn't want you finishing at the wrong island!

Bob Stahl of Oakland wrote us and asked us if there is any chance of getting reprints on the "Superb Sailors" series that Marilyn Yolles did for us last year. If you want reprints we're afraid you're going to have to go to a Xerox machine and make them yourself. As much as we'd like to fulfill these special requests the only way we could do it is by hiring more than a few extra employees, in which case our gig would soon be up.

We are however working on several book projects, and we'll let you know about them as soon as we know more.

For those of you who like sailing and the mountains, maybe you should know about the Sierra Yacht Club (SYC) of Reno. Secretary-Treasurer of the club, Mark Harris, sent us their race schedule which begins on May 5th and runs through September 8th. In addition he sent us a long list of other sailing activities — and we mean a long list — that take place in the many northern California lakes.

If you're interested in more information on the Sierra Yacht Club, write Mark at P.O. Box 11413, Reno, Nevada. 89510. Incidentally, they have a March 22 General Meeting at — and you're going to like this — **Charlie's Saloon**, in Reno. See ya there!

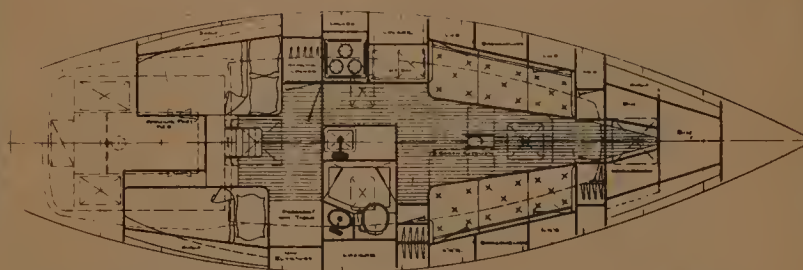
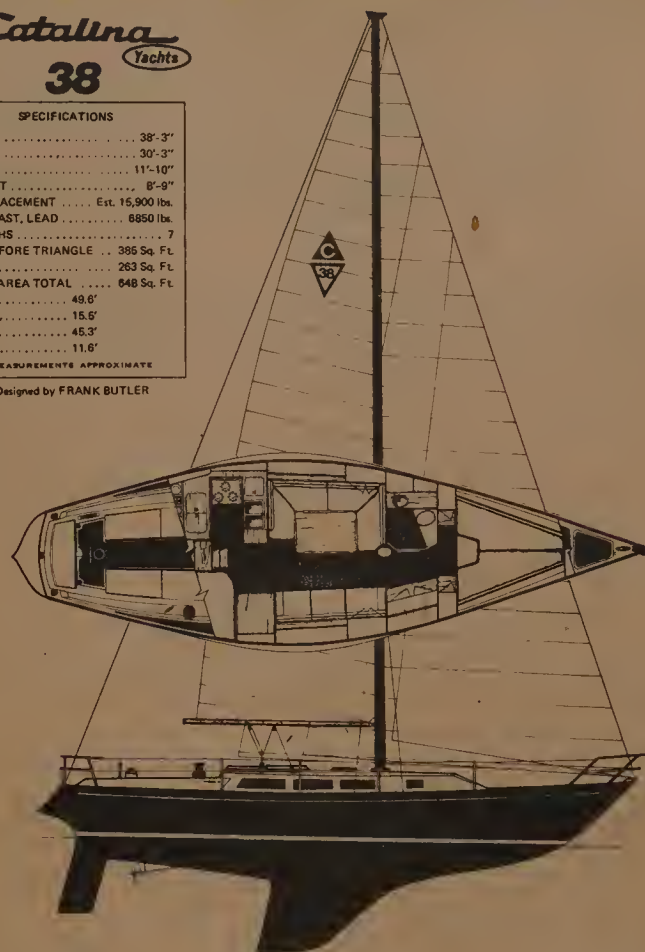
Last month in 'Loose Lips' we wrote about the sinking of "Urban Guerilla", Louis Kruk's Santana 20. Louis seemed to feel that in describing the incident we made him out to be a less than competent sailor — which is something we certainly weren't trying to do.

Since that time Kruk has raised Guerilla from the bottom,

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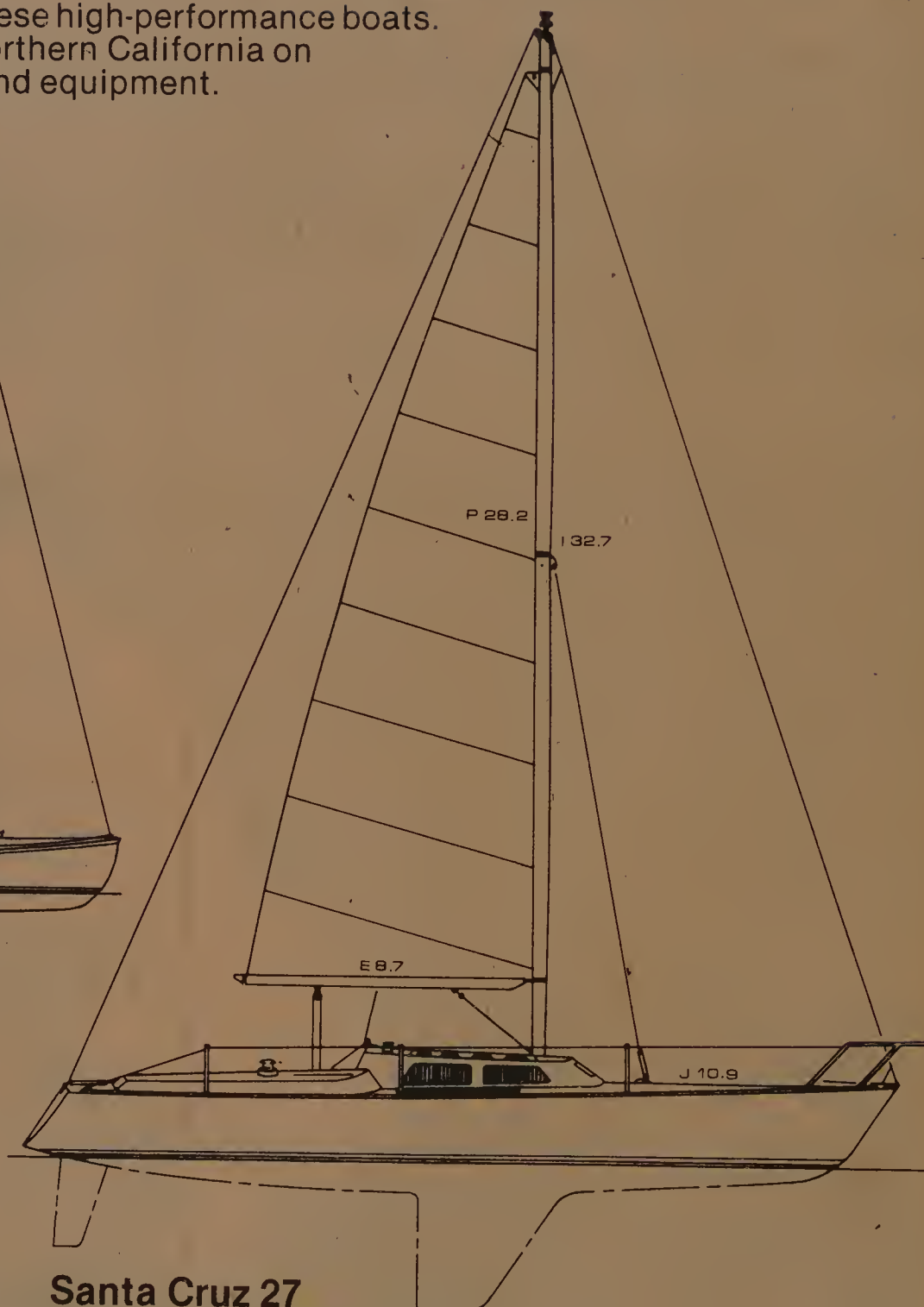
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LWL	24	Disp.	3000	PHRF	144/150
Beam	8	BAL	1500		

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LOOSE LIPS

and exactly 30 days after it went down, he won the last race of the Metro midwinters. How did he do it? We'll have the full story with pictures, plus much more on the doing of Kruk in our next issue. Kruk gets around, and we think you'll find it more than a little interesting.

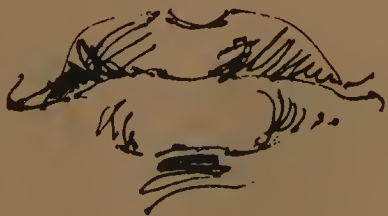
Speaking of the next issue we without fail publish a piece on Diane Beeston, but in the meantime she'll kill us if we don't tell you that she'll have a display of her oil paintings at the Sausalito Historical Society starting on March 21st. The show will run for three weeks and lots of 'celebrities' such as Julia Child's sister are expected to make an appearance. Be there!

In Santa Cruz everyone is getting ready to go surfing. Already three boats are committing themselves to the TransPac, and that doesn't include Merlin which is sure to go one way or another. Randy Parker will be taking the first Santa Cruz 50 which is due to be dropped in the brine on the 15th of March; Jeff Eisenberg will be taking his Santa Cruz 33, "Mondo"; and Larry Burgin, who just took 9th in the Puerta Vallarta Race, will be chartering his Lapworth 48 (?) to a group from Santa Cruz. Who is going to take Merlin is not known at this time.

The last Metro midwinter was a windless fogout, with the fog so bad everyone was desperately following each other around looking for "X" the starting bouy. When Jim DeWitt was spotted in an Etchells "El Camino Real (it's hull No. 101)" everyone assumed that he knew where he was going because he was Jim DeWitt. He too, was lost, but it made a fine parade.

After the fleet waited a considerable amount of time the abandonment gun was fired signaling the wind to pick up and the fog to depart — which is exactly what happened. Most of the fleet rafted up to 'X' and got smashed. That's everyone but the Hawkfarmers, who given wind and vision have a race — and race they did, their own ad-lib course.

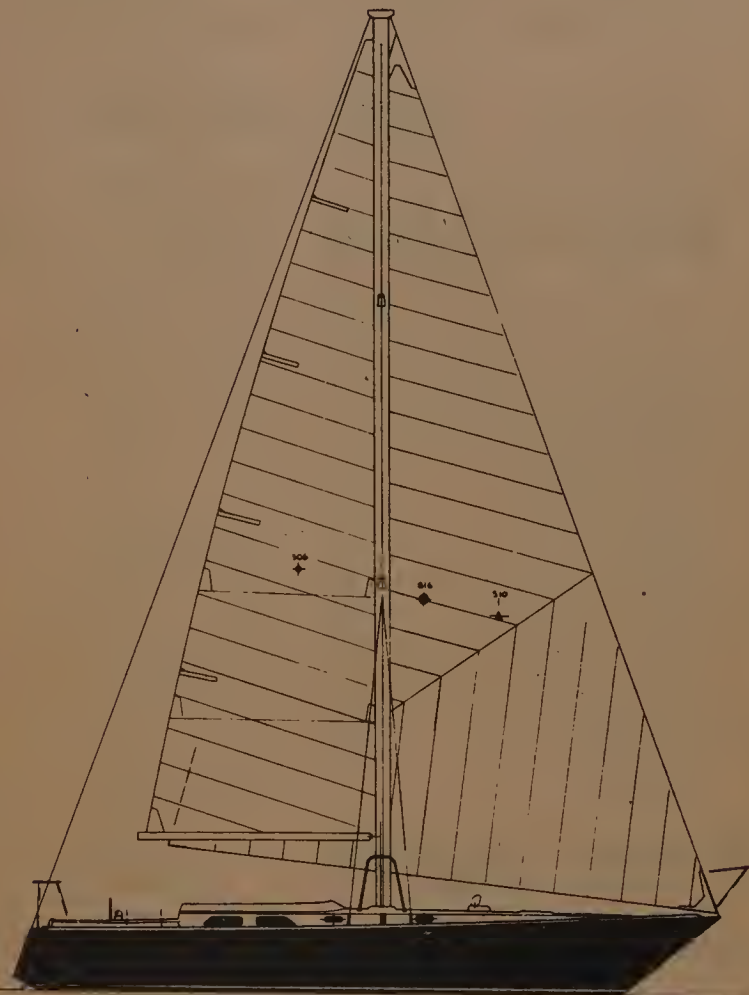
Incidentally, the lips below belong to Jim DeWitt. Not on his



face or anything, he drew them especially for 'Loose Lips' in case we might want to use them. They are nice lips, but somehow they don't fit the rest of the layout so we're going to pass. However, we do appreciate Jim's contribution, and hope you will pass along nice little things we can use, like rumors, gossip and the like. How about it?

Send your little rumors and such to Latitude 38, P.O. Box 1678, Sausalito, CA 94965. If you are exceedingly lazy you can call us and leave your gossip on the tape machine at 924-8335.

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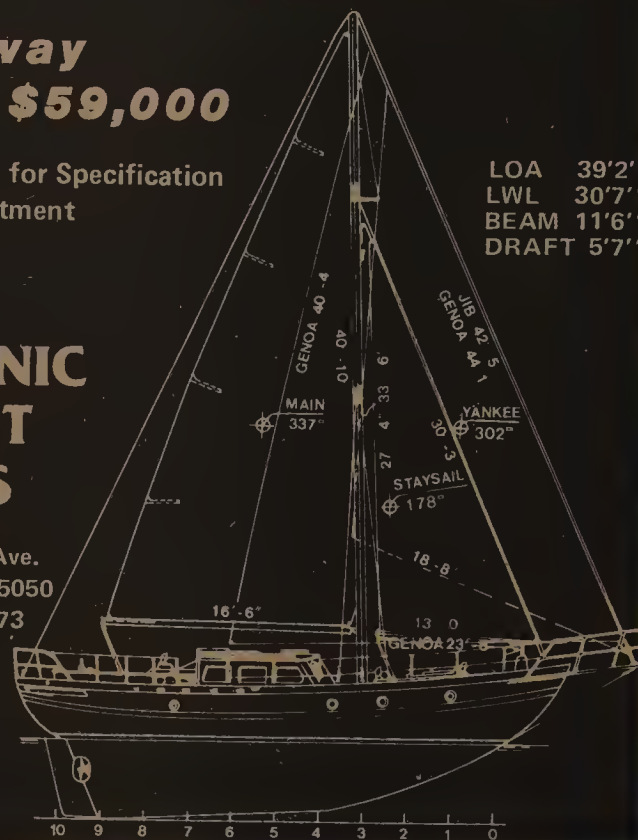
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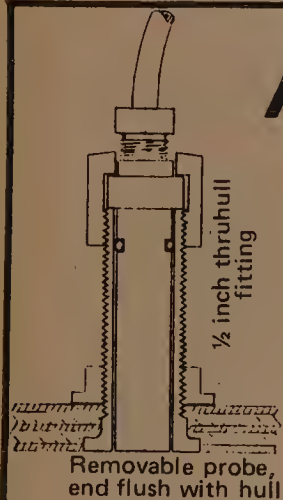
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SINGLEHANDERS

Dear Latitude 38,

In the postcards section of the January issue you stated that you haven't heard from me. So I will take a minute and bring you up to date for what it's worth.

After drinking more than my share of beer at the Club Med bar, the owner of INTENTION arrived. We had planned to wait until after the racers party to depart, but as that was cancelled at the last moment, we set sail for the return trip. It took about a day to get clear of the effects of the islands and get up the full genoa and a reefed main and then it was easy. We ran out of reading material in the first week. I don't think we spent more than two hours in the entire return trip on sail handling. Just sailed until the wind shifted and gybed for home. No problems and a 19-day passage.

I spent a day helping the owner, Jim Marco, clean up the boat and flew back to CATAPHA in St. Petersburg, Florida. Spent four days in St. Pete and drove to Norfolk to pick up a boat for a Trans Atlantic delivery. It was a Westsail 32' on its way to Marbella, Spain. Departed on August 29. Then hurricane Ella was born kicking and moving fast so we ran back to Lewes Delaware, which turned out to be wise as Ella came right up the stream and was blowing well over 100 knots. Of course, September and October are not the best months to try an Atlantic crossing. But I have no sense and had committed to get the boat over so we left again on the ninth of September, having sailed 500 miles and gotten nowhere. Then it was just a string of tropical depressions and storms: Flossie, Grette, Hope, and the best was Irma, which tore the main and had us mast down at one time. Stopped at Horta to recoup and then sailed on through the straits and to Marbella. Took longer sailing time than the 1976 Ostar and was a lot worse weather wise. Good experience. Spent two weeks in Spain, France and England and flew home to Washington, D.C. and drove back to St. Pete.

Since then have done nothing much but work on my boat and sail Tampa Bay. Now I will either go off to the islands or go back to work.

I do enjoy your magazine, and have just gotten back from a trip to San Francisco to pick up the February sheet. It would be easier if I sent you some money and got it regularly, but it wouldn't be as much fun. And if you think that I flew out only to get the latest issue of Latitude 38

Hope to do the Singlehanded Race in 1980, but I am waiting to see what happens to the various organizations. Please keep us all posted, or much better yet, why don't *you* set it up and run it.

Best regards,
David W. White
Yacht Catapha
P.O. Box 1824
St. Petersburg, FL 33731

Why doesn't Latitude 38 run the Singlehanded Race in 1980? Well David, one reason is that you plan to make the race again.

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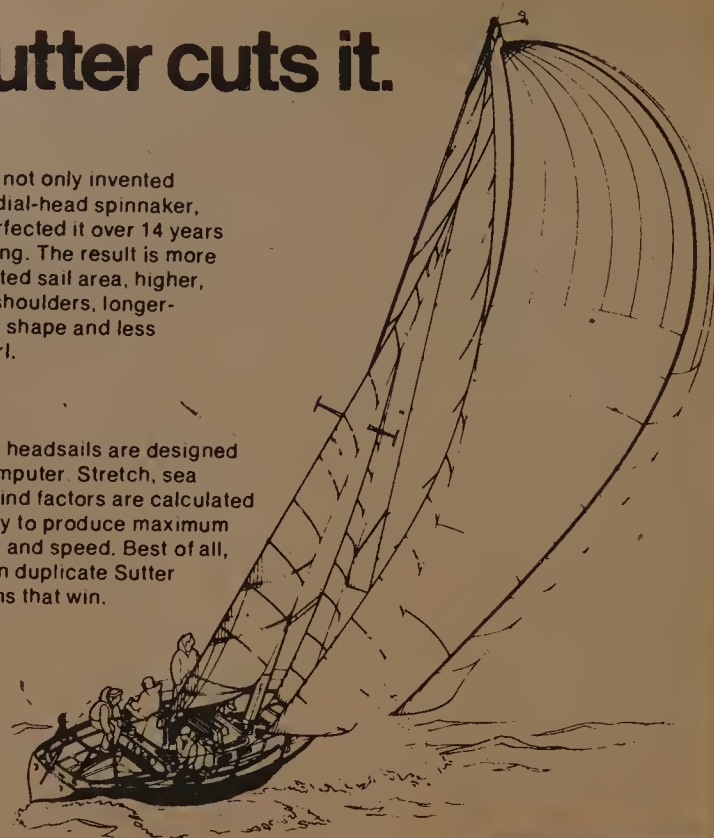


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SINGLEHANDERS

Do you think that time heals so quickly that we've already forgotten that foghorn you claim is your voice, do you think we've forgotten that awful honking that continued day and night in the clearest of weather? And what of that dreadful mug of yours that so reduced the pretty young girls to pity that they wasted some of the best weeks of their lives comforting you pudgy body? Hell, you think we'd lift a finger to suffer through those horrors again?

Actually David we really did want to sponsor a race — and this is on the level — and we had even lined up \$1000 as prize money. We figured it would be a doublehanded race from San Francisco to San Diego and back. You know, one that involved a variety of points of sail and weather conditions — a race for a boat with all-around capabilities. Everybody told us it sounded like a crappy race, that having prize money wasn't corinthian, that we were a bunch of jerks . . . and we just dropped the idea before the pile of abuse being dumped on us could grow any higher.

ASSOCIATION OF SINGLEHANDED YACHTSMEN

Hans Vielhauer, president of the Association of Single-handers (ASH) has announced that that group has been accepted on a provisional basis for membership in the Yacht Racing Association of San Francisco Bay. ASH's ambitious race program will be conducted under the auspices of the Offshore Yacht Racing Association (OYRA — the same body that conducts ocean racing for MORA, IOR, and PHRF fleets).

Present plans call for eleven offshore races during the year. Ten of the races will be divided into two series; the Spring Slocum Series from April to June and the Fall Chichester Series from August through October. The Slocum Series will include a 'doublehander' — probably for those sailors who can't go a whole day without sex.

ASH's first race will be April 7 & 8 to Half Moon Bay and back, and we presume they will be starting with the MORA fleet and the new Spring PHRF fleet. The Half Moon Bay race has always one of the more gregarious sailing events, since the competitors get a chance to socialize and get drunk while at anchor for the night.

If you are interested in ASH's program, you are most cordially invited to attend and speak up at the first formal membership meeting which will be held March 30, 1980 hours at the Sausalito YC in the tourist town of Sausalito. Agenda for the evening begins with such topics as: explanation and discussion of plans for the 1979 and 1980 race seasons; discussion of scoring for the Slocum and Chichester Series; explanation of the qualifying 'cruise/race', and the training program

SINGLEHANDED SAILING SOCIETY

The Singlehanded Sailing Society has announced its racing

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33'	Alden diesel cutter, outstanding sailer	29,500
34'	Robb ketch, diesel with updated gear, clean	34,500
34'	Sparkman & Stephens diesel yawl, reduced to	19,500
37'	Douglass & McLeod Blackwatch, 1966, loaded	49,500
39'	Peterson gaff ketch, "LILLE DANSKER", 1947.	49,500
40'	Hinckley/Owens cutter, 1955, great condition	39,500
40'	Concordia motorsailer, engine recently redone	39,500
42'	Double ended gaff schooner, 1959, beautiful	67,000
42'	Alden cutter rigged motorsailer, outstanding	106,500
46'	Cal 2-46 ketch, 1965, outfitted for ocean crossing	120,000
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56'	German steel ketch, 1961, Cape Horn veteran	150,000
64'	Cox & Stephens stays'l schooner, So. Pac. lately	100,000

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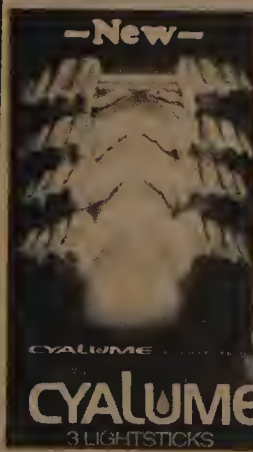
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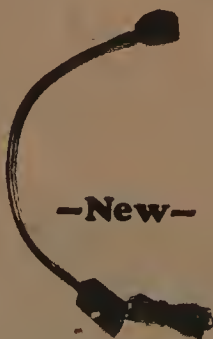
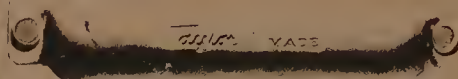


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West Marine Products

SINGLEHANDERS

schedule for 1979. There will be three races: the 3rd Farallones Race on April 14th, a Delta Race and Family Picnic on July 6th 7th, and 8th, and a Drakes Bay Race on September 29 and 30.

Besides the races, the SSS Annual Meeting will be held Thursday, March 15th at 1930 hours in Building 312, Room 3G at Fort Mason in San Francisco — the area you're looking for is kitty-corner from the Marina Safeway.

Vice Commodore Norton Smith announced some minor changes in the race instructions for the Farallones Race: This year the starting line has been moved up to Presidio Shoals in order to give us a good head start on the YRA boats going to the Light Bucket later in the morning. Similarly the finish has been moved to Pier 39 to be closer to the bar. Pier 39 has also offered us the use of their guest docks for the night before and after the race."

In the first two Farallone Races there were about 70 entries. Will there be that many this year? Probably, although it's difficult to tell since there will be an OYRA race and therefore we presume a ASH singlehanded race on the same day.

WHY ARE THERE TWO SINGLEHANDED ORGANIZATIONS?

Here's our historical explanation, guaranteed to piss everyone off. In the beginning there was Survival & Safety Designs, specifically George Sigler who put on the Farallones Race and got singlehanded sailing moving on the west coast. After that race he formed the Singlehanded Sailing Society which put on races to Drakes Bay, the second Farallones Race, the TransPac and most recently the Monterey Race.

These were swashbuckling affairs that were short on organization, but free of injury and disaster, and long on fun. In the beginning this disorganization and lack of formality contributed to the electric and spontaneous feeling associated with the races and somehow 'fit' the collective membership.

There were some complaints about the disorganization but it was thought they would be worked out in time. In general things were slim, sweet, and sassy until the TransPac. After that race the consensus was that the ambitions and the accomplishments of the participants had outgrown the capabilities of the Singlehanded Sailing Society as it was then organized — or disorganized.

With last year's Monterey Race — which was something of a organizational disaster — a large number of members found that things were no longer acceptable. A group of the most active members confronted George with their increasing frustrations. Feeling — and being told — that they had no other choice, they formed the ASH. But the night before the ad hoc group met to form ASH, the SSS called an emergency meeting which resulted in George stepping down as Commodore. Several of those committed to the exploration of forming ASH ended up becoming Officers or Directors of the SSS. Despite losing some of their

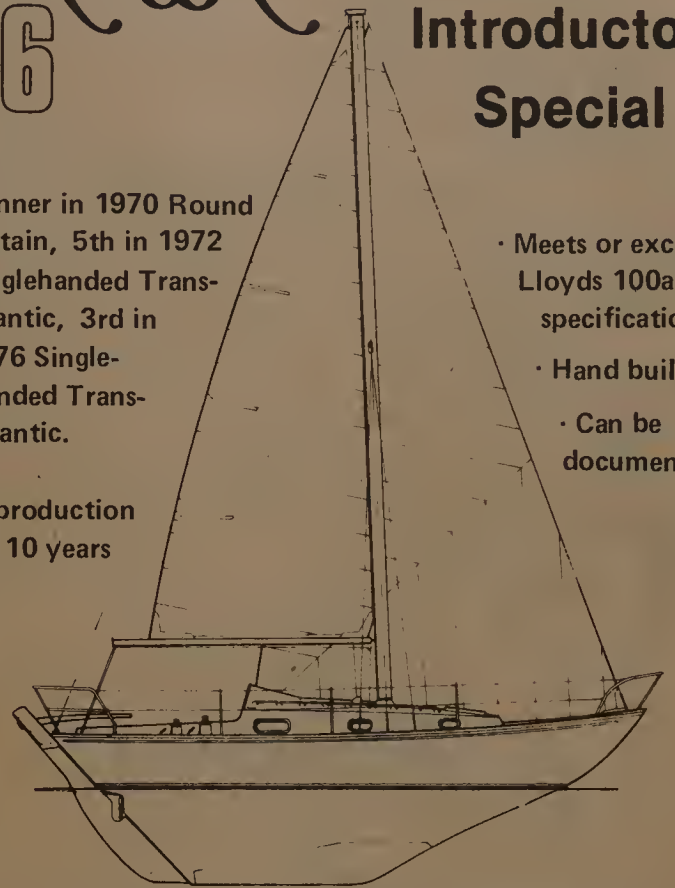
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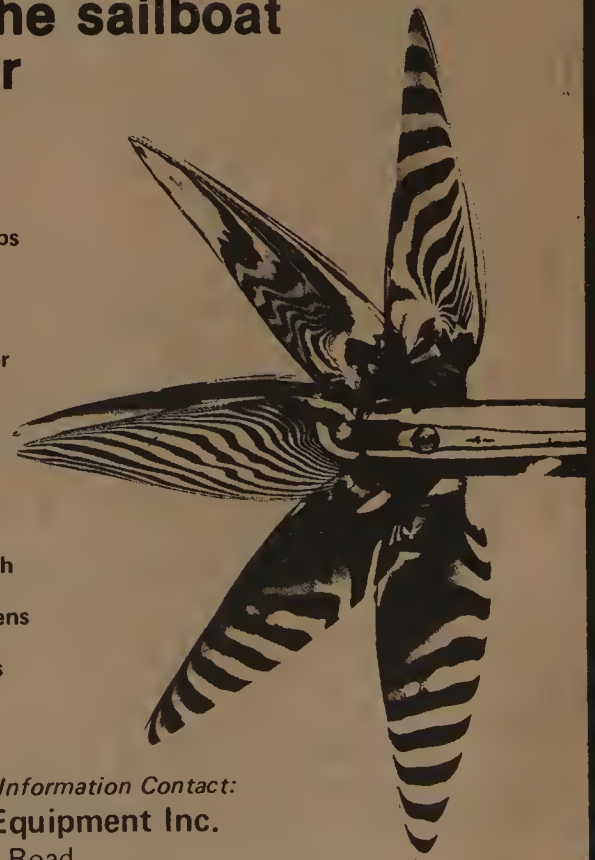
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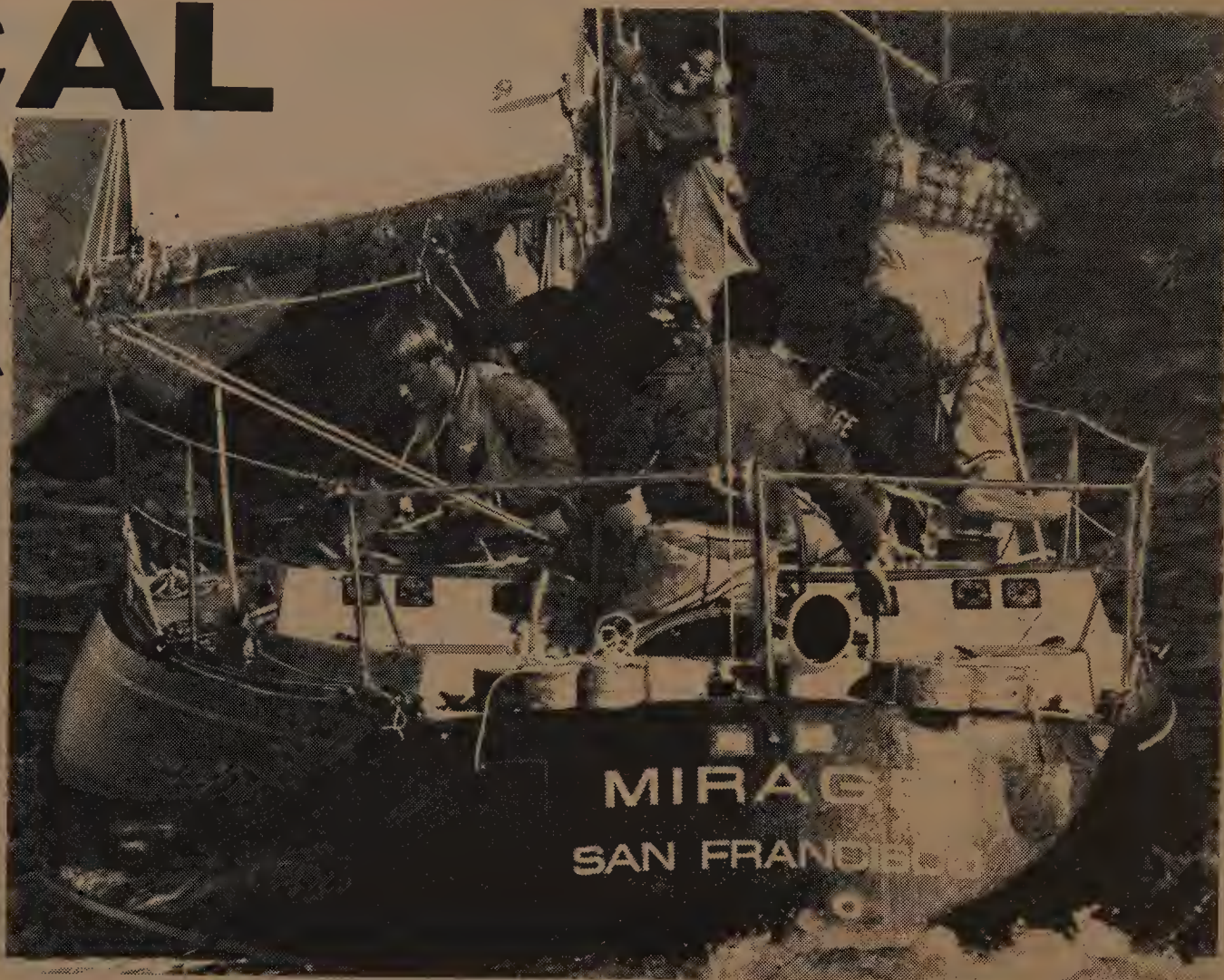
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Les Harlander at the helm of his own boat "Mirage". Two time winner of St. Francis Big Boat Series Rheem Cup. First in Class 1978 Manzanillo Race and present holder of the Big Lipton Cup after a match race with "Imp".

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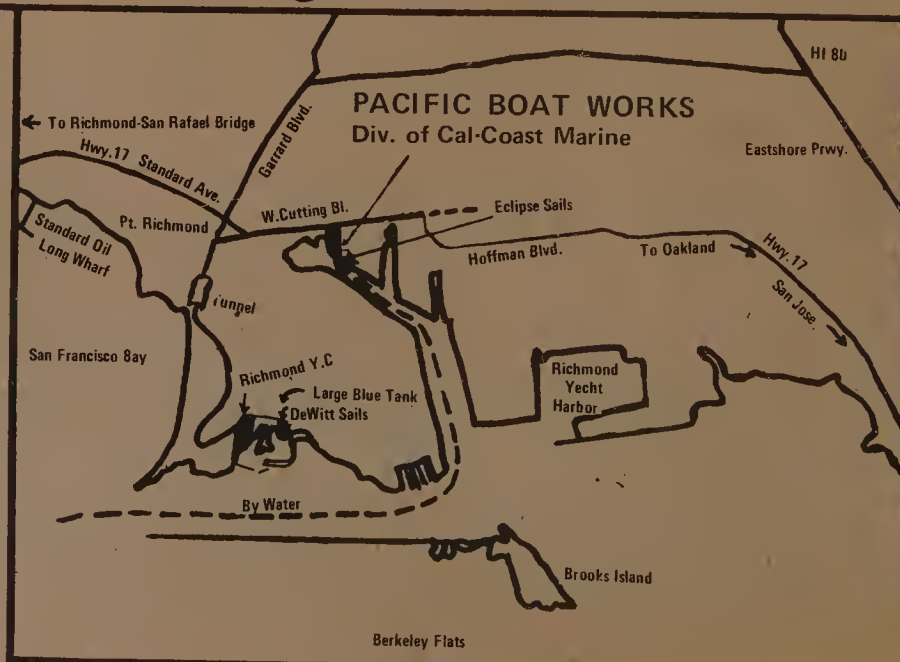
Les

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President
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SINGLEHANDERS

supporters, ASH did decide to become an active group, and so now there are the two organizations.

Here's how we see the differences:

ASH's races will be started by the same race committees that start the IOR, MORA, and PHRF ocean races and the results will be mailed out by YRA / Kitty James. This virtually guarantees smart race execution and fast mailings of the results. ASH offers 8 more races a year — which actually may be too many. One of the big drawback for some sailors who might otherwise be interested is that you must belong to a yacht club to race in ASH races — and some singlehanders are philosophically opposed to that. Also, as part of YRA, ASH must conform to certain restrictions and qualifications as what they can do and cannot do. ASH is not completely autonomous.

The SSS has two years of 'tradition' behind it — some of it good and some of it bad. There are those who don't want to have anything to do with the SSS because of its past. Indications are that the organization is greatly improved, but like the presumed increase in race committee efficiency, it's almost a "believe it when I see it proposition". The SSS's race schedule is only three races although they already have a big TransPac in 1980 getting put together. SSS does have the distinct advantage that you don't have to be a yacht club member to race — although you do have to join the SSS.

So what's the net result of all this? Nothing really, except that there will be more singlehanded races than ever. We anticipate that many sailors will belong to both groups and sail in both SSS and ASH events. What they'll do on dates like April 14th when there are both SSS and ASH events is beyond us.

The one thing all singlehanders do agree upon is that George Sigler did a hell of a job with very limited resources, and they all acknowledge this.

THE SSS 1980 TRANSPAC

In the March Newsletter of the Singlehanded Sailing Society there were some changes announced that would be in effect for the 1980 Singlehanded TransPac.

In the last TransPac the shafts were not sealed and this was the source of many complaints — although nobody every dreamed of accusing anybody of using their engine since the winds were so good. Surely there will be complaints in 1980 because it has been decided that they won't be sealed again.

The race will be limited to 100 entries, although we don't know how they will be chosen if it comes down to having to do that. There will be an age limit of skippers of 18 years — if you're over you can't race . . . or is it the other way around? Boats will be limited in length to 75 feet, so Windward Passage can be entered, but Christine can't.

There will be five divisions, with three first-to-finish trophies: one for multi-hulls, one for boats over 40-ft., and one for boats under 40-ft.

To eliminate the biggest bitch of all, it was agreed that all boats will depart San Francisco on the same day.

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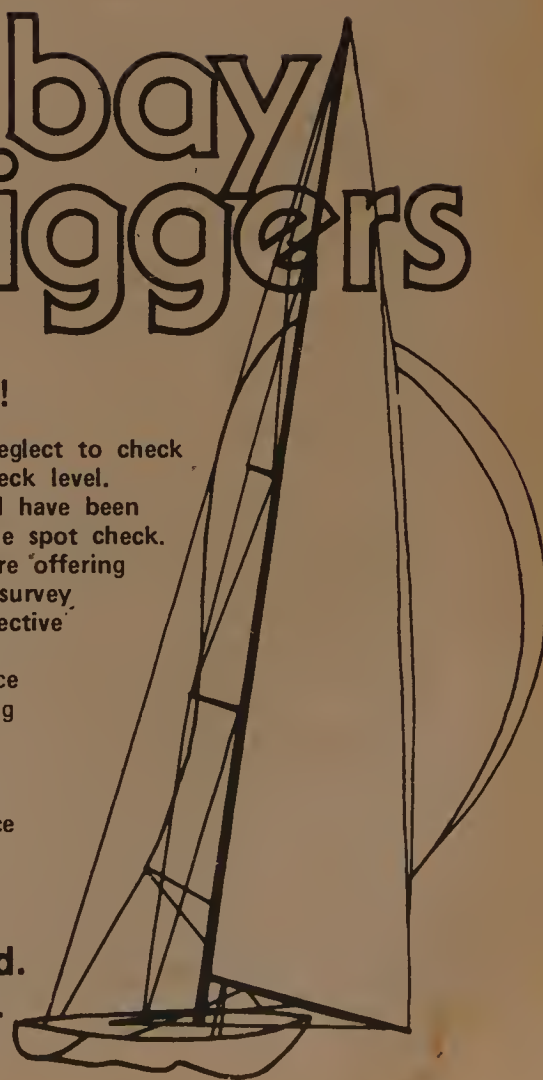
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SIGHTINGS

pat walsh writes latitude 38

My subscription to Latitude 38 has run out as of the month of February. I would like to keep you sailing into my life with the enclosed check for \$7.50.

For this \$7.50, may I ask you to do a favor or two? Change my name to Pat Walsh from C. Walsh, since I never heard of C. Secondly, I want you to have the bucks because you deserve them, but why can't you mail my sheet before or near or a little after you dose the freebies all over America? The Yacht Club, boat store, massage parlor, truck stop, gay bars, leather shops and zig-zag paper factories all get 900 copies each before Uncle Sugars blue-suited, pith-helmeted, jeep jockey lowers the red flag on my box and shoves the last issue of the now stale news before my bugging eyes. Don't you think 7½ bucks worth of loyalty deserves the little respect that comes from an early post mark?

Pat Walsh
Los Gatos

Pat, unfortunately we get letters like yours frequently and there is nothing we can do about it. The Post Office thinks Latitude 38 is like cheese and gets better with age! Consequently they let it sit in their dusty office buildings for a few weeks.

We've yelled, cursed, begged, and screamed, but they still won't wake up and do anything about the problem.

three wheeler

If you're planning to race YRA or SYRA (Small Yacht Racing Association) this year, or are thinking about it, the Annual Wheeler Memorial Regatta is just what you've been waiting for. The two-day series features three races; Saturday, March 17, there are two short races around the Olympic Circle, and on Sunday, the 18th, there is one longer race in the bay. All three races count toward the awarding of prizes that will be presented to the skipper's yacht club. This is your great opportunity to 'tune up' for the coming season, or to get your racing toes wet — or a little of both. You do not, repeat, do not have to belong to a yacht club to partake in the jolly times.

If you are a member of YRA you will be receiving a entry form in the mail. If you are not a YRA member and want to race, call Sally Green for entry forms. You can reach Sally at 935-8378. This event is brought to you by the folks at the Berkeley Y.C. whose new clubhouse is pleasing for the eye to behold.

Many of you will want to know who this 'Wheeler' fellow was. We don't know for sure, but when we used to go to school at the big U. there was a Benjamin Wheeler Hall which featured a big lecture hall and many of the foreign language classrooms. Poor Wheeler, during the 'revolution' somebody firebombed the lecture hall and nobody ever got around to fixing it. If that wasn't bad enough, all the foreign language students covered the bathroom walls with graffiti — and it wasn't normal graffiti either, it was always in Cyrillic, or Arabic, or Mandarin or some other such jibberish. As you see, Wheeler's had it tough for the last few years; let's have a big turnout and make his memory feel better!



ted turner

Imagine Ted Turner sailing a Fort Worth, Texas syndicate's boat for the St. Francis YC against Pelle Peterson sailing a Swedish boat for the Prince Alfred YC of Australia. We're not predicting that it will happen, we're just saying that it could.

The event would be the American-Australian Challenge Cup, sailed in Six Meters. That event will be held here on the bay in early October.

Every two years the St. Francis and Prince Alfred yacht clubs have been sailing an America's Cup-type challenge series, using Six Meters which are appreciably less expensive than Twelve Meters. The host club, this year the St. Francis, selects the best boat from the host country to face the challenger, who may be from any other country, but who must represent the Prince Alfred YC.

With the America's Cup fever heating up for 1980 it appears as though many of the top contending skippers will be wanting a spot in this event. Names like Dennis Connor, Ted Turner, Malin



and texas

Burham, Carl Buchan, Tom Blackaller, and others are being whispered about, but it's too early for confirmations.

The number of entries competing for this match racing cup should be impressive. Australia will be sending several boats, the Swedes are expected to do the same; the Italians and the Danes should be sending at least one boat and there may be other countries jumping into the act. The American boat chosen will have to wade through a large field as several boats are anticipated from southern California, several from the Pacific Northwest, and at least one from Texas.

We've heard that several local boats are in the works but have only seen the Gary Mull design, which is under construction at Bill Lee's Santa Cruz yard. Tom Blackaller is scheduled to be sailing that boat according to rumors we hear.

The American-Australian Challenge Cup — selections begin right after the Big Boat Series.

sfbsa auction . . . give a little

March 10th is the date of the annual SFBSA (San Francisco Bay Sailing Association) auction. Actually the auction is usually held each fall but due to a snafu it's being held in March.

What is the auction for? The auction helps fund the SFBSA which is a non-profit organization dedicated to making sure qualified sailors are able to attend important national and international regattas. Generally the financial assistance is in the form of travel grants. While the SFBSA does give grants to older sailors, the majority of the funds are granted to junior sailors so they may participate in once-in-a-lifetime opportunities.

What gets auctioned off? In the past there have been new winches and various hardware, sails, used Lasers, Banshees, and all types of very valuable —and sometimes less valuable gear.

You can help out the auction by either donating something to the auction or making a snappy bid on the goods being auctioned off. If you want to contribute something you may call 771-9501, and you will find out how to have your donations picked up. You will get a receipt to be used in deducting your donation from your taxes.

The auction itself will begin at 1400 at the St. Francis YC. At that time you are allowed to look over all the goodies to be auctioned off. At 1500 the bidding starts hot and heavy — don't be late!

This is a very worthwhile fund-raising event, it has been for years, and we at Latitude 38 encourage you to support it wholeheartedly.

opening day liars

Last month in "Loose Lips" we reported that since the Chronicle pulled out of the Opening Day festivities that there would be no awards made for the best decorated boats.

Well, the Pacific Inter-Club Yachting Association has made liars out of us and has taken up the slack by deciding to award prizes to the 3 best decorated boats. We don't quite understand this, but there will also be plaques awarded "to the 3 best of the Power Boat Division, and the Sailboat Division". Why would anyone give anything to a powerboat?

what about water ballons

After last year's Opening Day hoopla there was some talk in the newspapers and from the Coast Guard about throwing water ballons. Somebody in one of the papers ranted and raved about how childish it was and how stupid and so forth. Others claimed that it could cause injury and the like.

What a crock! Geez, you'd think for one day out of the year adults would be able to act like kids for a few hours and let off a little steam. Sure there's a chance someone will get killed by a water ballon, but not nearly as great a chance that someone will die from pneumonia from being out on the water.

We almost always agree with the Coast Guard, but if they put the damper on something as innocuous as water ballons we've just got to disagree.

SIGHTINGS

from ellen horan via susie klein

If you are a woman and would like to enter the 1979 U.S. Women's Doublehanded and Singlehanded Sailing Championships, now is the time to get your act together. The events will be held in Rochester, New York of all places at the Rochester YC. But don't worry, they don't happen until July 25 and by that time you'll have been able to figure out a scheme to get the money to get back there.

The doublehanded championships will be held in 420's —which is sort of a catamaran formed by tying two 110's together — and the singlehanded championships will be held in Lasers.

The two women's championships series started in 1974, and are used to select the women to represent the United States in the World Championships which will also be held at Rochester YC. The United States women have done well in this event, particularly in 1977 when the U.S. doublehanded team won the Worlds, and Poppy Truman of Richmond was a close runnerup in the singlehanded event.

There are no eliminations to bother with; you go straight to the U.S. finals. Write USYRU, Box 209, Newport, Rhode Island, 02840 for your entry form.

ballena bay yc movies

That's right ladies, that's right gentlemen, a sailing movie. And not just a measly movie either, there's a lecture that goes with it. The movie is called "Sailward Bound" and includes footage of the 1978 Bermuda Race, Antigua Sailing Week, and Outward Bound School. Filmmaker John Biddle will be there to impart seasoned words of wisdom about the moving pictures and images thereof.

Conscientious readers will note that the film will not be shown at the Ballena Bay YC even though they are the sponsors; rather it will be screened at the Lincoln Middle School in Alameda. The date is Thursday, March 15, and the starting gun will be fired at 7:45. Lincoln Middle School, for those few of you who don't know, is located at 1250 Fernside Blvd. in Alameda.

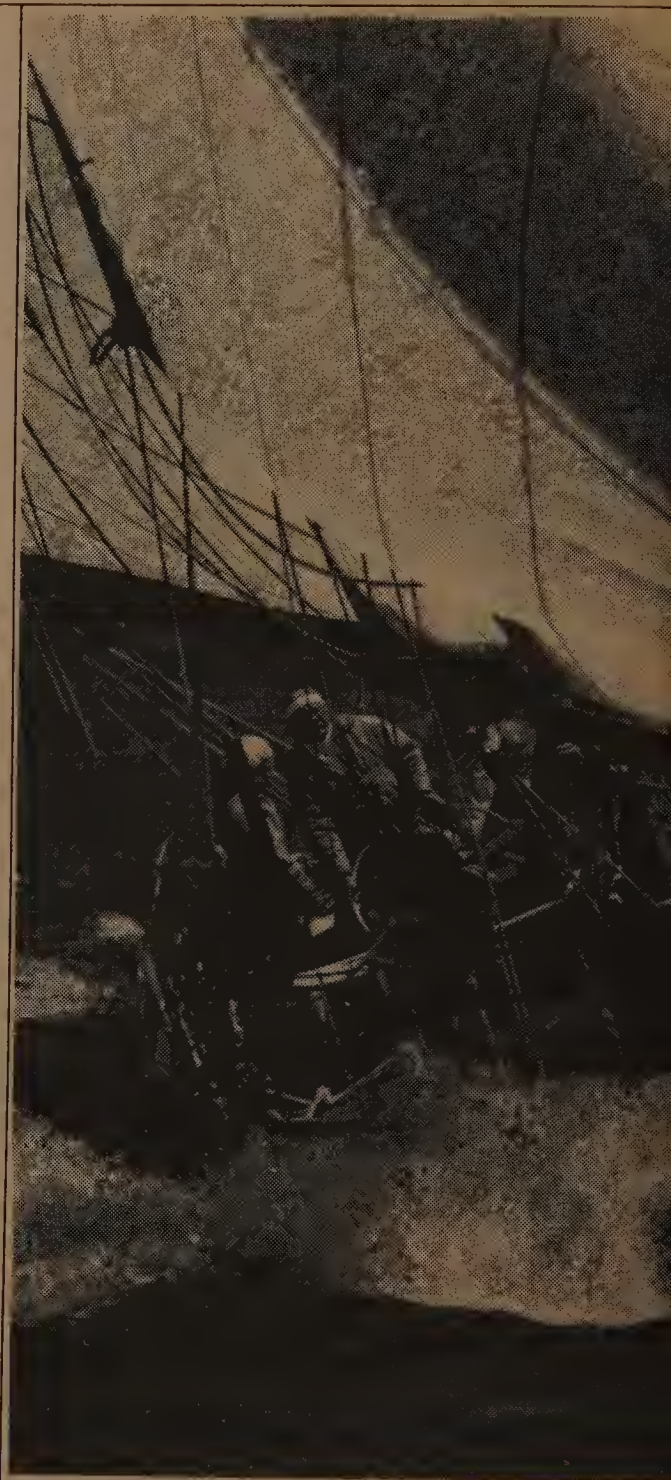
You can get your tickets and reservations by sending \$3 to the Ballena Bay YC at 1124 Ballena Blvd., Alameda, 94501. Or, if you're not very smart you can wait to the last minute and pay \$4 at the door, which is assuming there are any tickets left — and there might not be you know!

cheap navigation classes

The College of Alameda is again offering classes of interest to sailors, classes that require no tuition and only a nominal student fee. Classes start April 2nd, and you can register on that day.

Classes offered are Coastal Piloting, on Monday and Wednesday nights; Beginning Navigation, on Tuesday night; and Advanced Navigation on Thursday nights.

For information call 522-7221 or write the College of Alameda at 555 Atlantic Avenue, Alameda, Ca 94501.



master mariners

'Two girls for every guy' might be the right ratio of hot bodies in Surf City, but two boats for every sponsor is the sheets in a Master Mariner's Regatta. And that's the way it was last year. There were so many wonderful wooden boats rubbing together that there would have been a fire had only a Boy Scout been present. Sponsors however were as rare as a chopper gun in a turn-of-the-century boat yard.

It wasn't a case of marine businesses being too cheap to fork over the \$75 or so to become a sponsor — most of them were never asked. Some, who had been sponsors in prior years were insulted to find the event had passed them by.

on your mark, get set . . .

It's almost March 10th, the ocean racing season is almost getting underway, do you know where your boat is?

The Monterey Peninsula YC's 17th running of the Ano Nuevo Race will be held on March 10th, rain or shine. Last year it rained and Chick Leson's "Incredible" shined by setting an all-time course record of 9 hours, 29 minutes, and 24 seconds for the 78-mile course.

The race starts in Monterey, rounds the Ano Nuevo bouy, and heads back to Monterey for the post-race festivities.

The race is open to IOR and PHRF yachts and you can still enter if you hurry. Contact Dick Clark, former host of American Bandstand, at (408) 625-1343 or (408) 624-3956.

round the world movie at metro

That's right ladies, that's right gentlemen, sailing movies. And not just one measly movie either, there's two of them. The first is the 1977-78 Whitbread Round-The-World Race, which really ought to knock your socks off. The second is on the 1978 St. Francis Big Boat Series, and we expect this showing to be rather noisy as sailors hoot and holler when they recognize many local faces.

The cost of the two movies is \$3 and they will be shown at . . . well it's kind of hard to understand their flyer, but it lists 6:00 and 8:30 so we'd get there at six. The Metropolitan YC of Oakland is located at 89 Jack London Square.

We think this will make an enjoyable evening for sailors, since watching movies of things you like makes you really want to do them. You know, after watching surf movies you really wanted to go surf, after motorcycle movies you really wanted to go bikin', after porno movies you really . . . well you get the picture.

hot yachts, cold water, tom blackaller

That's right ladies, that's right gentlemen, a sailing movie. And not just a measly movie either, you also get to hear Tom Blackaller — whom the flyer describes as "the West Coast's most famous racer" — speak on "Getting It Together For Racing — and other exciting topics".

The movie is Warren Miller's feature film "Hot Yachts, Cold Water". Miller is an old hand at doing this kind of movie which includes footage of the Big Boat Series, Ragtime winning the TransPac, high action knockdowns, Six Meter racing, and the Laser heavy weather slalom.

Blackaller is also in the movie, skipper at boat which gets dismasted. He'll probably tell to how to keep from doing that and other practical tips. Tom is fine speaker and has a sense of humor too.

This event is open to the public for a mere \$4.00. For \$10 per person the Corinthian YC is offering a free drink, salad bar, and buffet and movie — with tax and tip included. For the package tour reservations are necessary and can be obtained by pushing the following numbers on your telephone: 435-4771, from 9-5 daily. Bar opens at 5, buffet starts at 6 and the program at 8 p.m.

The date is Wednesday, April 4. The place is the Corinthian YC in Tiburon.



PHOTO BY DIANE BEESTON

master mariners

But all that's water under the keel. The attitude of the San Francisco Junior Chamber of Commerce is 'let's not let it happen again'. Last year's fleet of boats was the biggest ever; this year they hope to have a record number of sponsors also.

So, if you would like to enter your boat, or if you or your company would like to sponsor a boat — each boat is supposed to have a sponsor — call or write the S.F. Junior Chamber of Commerce. Their address is 251 Kearny St., Suite 205 in the wonderful waterfront city of San Francisco. 94108. If your telephone manners are good, it's OK to call them at 398-0444. Your early response will be greatly appreciated.



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Photo by Diane Beeston

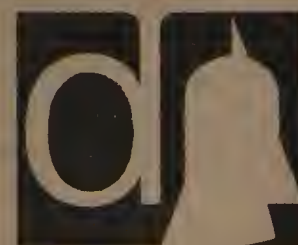
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IMP 'LOSES' BIG

Chances are you've heard of the SORC, but like us, never knew exactly what the hell it was and how it fit into the wide world of ocean racing. SORC stands for Southern Ocean Racing Circuit, a series of six races that is held each spring in Florida and the Bahamas. The six courses range in length from the 31-mile Nassau Cup to the 370-mile St. Petersburg to Ft. Lauderdale Race.

The SORC is frequently dubbed the "World Series" of ocean racing and it's not an inappropriate name. Each year it showcases the newest — if not always the best — in American yacht design, hardware, crew, and skippers. Like baseball's World Series it is really an American affair, although there are always some foreign entries.

The only ocean racing event that outshines the SORC is the Admiral's Cup competition held during odd-numbered years in England. The Admiral's Cup is true international ocean racing at its zenith. In 1977 there were 19 nations that were represented with three-boat teams. The way a United States boat wins a berth on the American team to the Admiral's Cup is by doing well in the SORC.

The 1979 SORC is of special interest to local sailors because it features the return of Dave Allen, Imp, and their bay area crew to the site of Imp's initial triumphs. Imp devastated the SORC in 1977 and became the high-point boat in the Admiral's Cup, including winning the prestigious Fastnet Race. Imp topped off the year by handily winning the Two Ton competition at the Big Boat Series, even though she rated less than Two Ton. In just 8 or 9 months since she had been launched, Imp had been proclaimed an ocean racing legend.

Last year Imp raced locally while Dave Allen fulfilled his responsibilities as Commodore of the San Francisco Yacht Club. Imp won the Danforth Series, beat Lois Lane in match racing, but was surprised by Mirage in the Lipton Cup, and a DSQ in the Big Boat Series knocked her out of Big Boat Series contention with "Leading Lady". Some of Imp's sails were old, there were rumors that she was for sale, and it seemed as if she had lost some of her magic.

But the next thing we heard was that she was being prepared for another SORC, and indeed she was shipped back to Florida. We thought it would be interesting to see how she fared since this would be a 'tough' SORC year with many owners having boats built specifically for the SORC with the Admiral's Cup as the eventual goal. How would Imp, who at two was getting along in years, do against the brand new designs?

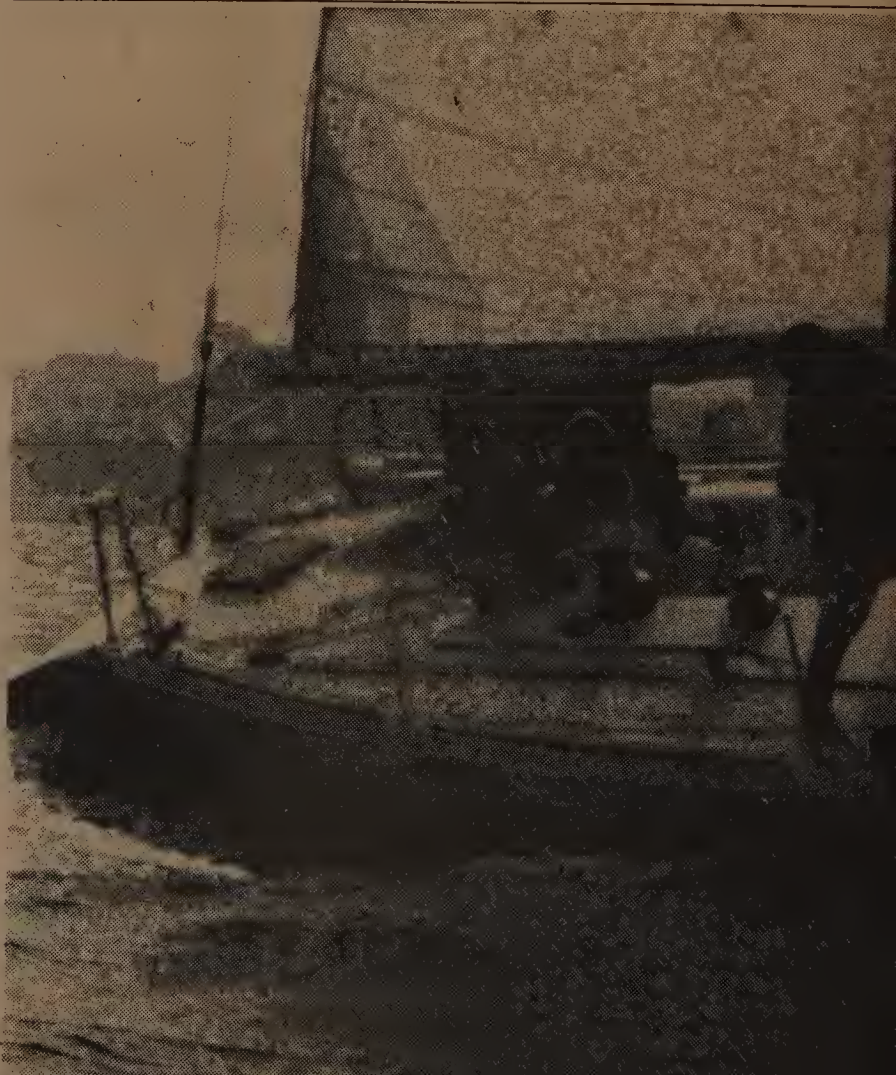
After two races we heard vague rumors that she had done well in the first two races. We thought it was worth tracking down the story, and finally managed to get helmsman Skip Allan on the telephone at the Merrill-Stevens yard in Diner Key. A boatyard? It sounded bad . . . and unfortunately it was. Nevertheless, here's Skip's on-the-tiller report on the first three races of the SORC and the truth about the shark that ate Imp's rudder.

all kinds of weather in the winter; hot, cold, wet, dry — but one thing they never get is fog. It was foggy for the St. Pete race, a meteorological curveball that sent several boats to disaster despite light winds that never got over 12 knots.

The converted 12-Meter "Heritage" started off the destruction by running up on a shoal causing her lofty rig to come tumbling down. The new 56-ft. "Desparado" must have thought that Heritage knew a short-cut because she followed right up on the same shoal, punching her keel right up into her hull. Other boats simply got lost.

One boat that did know her way around the course was Seymour Sinett's third "Williwaw", this time a 46-ft. Peterson design. Williwaw was so loaded with 'sailing heavies' that she nearly sank at the dock; Dennis Connor was at the helm, Lowell North fiddled with the sails, Jim Pugh was Doug Peterson's onboard agent, noted navigator Ben Mitchell found the way through the fog, and local "Superb Sailor" Jon Andron performed some duties we didn't catch the details of. With all this talent it was little wonder that Williwaw not only easily won her Class, but also took the Overall trophy for this first race. In fact the most trouble she'd had was during her christening; when the champagne bottle struck her bow the new Stearns TwinStay system inauspiciously came crashing down on the deck. Skip calls it the 'Southern Ocean Racing Circus'.

Imp, before the start of the 1977 Big Boat Series.



Race One, the 50-mile St. Petersburg Triangle. Florida gets

AT THE CIRCUIT

Another notable class winner (there were six classes) was our favorite, Imp, who took the class by 30 minutes in the 50-mile race and also managed to pass up all the higher rating Two Tonners who had started 15 minutes before her. In the overall fleet of 75 Imp took 8th, which is quite fine in this caliber of competition. Most ocean racing folks like Imp and Imp's owner and crew, and they were glad that she was back and doing well. Everyone was watching with some interest to see if she could match her showing of five 1sts and one 2nd of 1977.

We asked Skip what had been done to modify the Holland designed 40-footer since her last appearance in the SORC. Skip reports that about 150 pounds were taken out of her keel, another 300 out of her hull, all with the result that she was floating back on her lines as she had done in 1977. Half of her sail inventory was new, and she had a new rudder. The original rudder had weighed about 150 pounds and had been used all through the 1977 SORC, but it broke while being sailed across the Atlantic. Lars Bergstrom of B&R Rigs built a new rudder of foam and glass using carbon fibers to strengthen it; it only weighed 50 or 60 pounds and was used in the Admiral's Cup.

Race Two, the 370-mile St. Pete to Ft. Lauderdale Race. In Skip's mind this race and the Miami-to-Nassau Race are the two 'classics' of the circuit. The weather for this race followed the

classic pattern; light airs at the start until the first night when 20 knot southerlies blew right on Imp's nose, by the following morning the front had swung around and there were 30 knot winds blowing Imp toward Rebecca Shoals, the very tip of Florida where the boats turn east. For a 5-hour period she was averaging 9.5 knots, with bursts to 12 and 13 knots.

It was during this leg down to Rebecca Shoals that a crewman on the Class B boat "Obsession" was struck a fatal blow in the head by an unintentionally jibing boom. He was not to be the last fatality of the circuit.

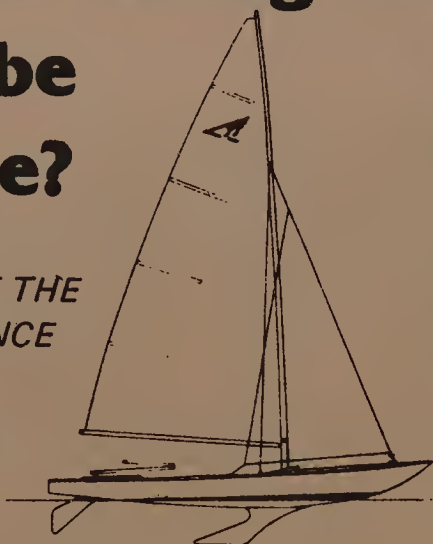
After round Rebecca Shoals the tacticians are faced with a crucial decision; do you stay in on the beach and sail a straight course for Ft. Lauderdale or do you head offshore and try and catch the Gulfstream that flows north at 6 knots? Imp chose to stay right on the beach and reach along the straight course; it was the right decision and paid off as the boats that went offshore all suffered for it.

Imp again took first in her class, this time by almost 3 hours, and again passed up all the bigger Two Tonners that had started before her. Overall she took second in the fleet. Overall winner of that race was Ted Hood's seven-year old "Robin", originally a One Tonner, with the new Mark IIIA and the controversial old-age allowance given by the SORC she rated very low. Dave Allen actually got a kick out of the irony of it; in previous years



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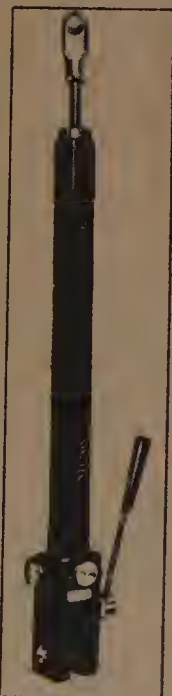
LOA 20'	SAIL AREA:
LWL 15'	MAIN: 100 sq. ft.
BEAM 5'	JIB: 50 sq. ft.
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SORC

the new boats were being accused of being 'rule beaters', now Hood's seven-year old boat Robin was sure to be accused of the same thing. Hood had done some fine sailing during the race, a quarter of the way into it the main boom broke and they had to sail the rest of the way with a loose-footed main jury-rigged from a spinnaker pole. First Overall, first in Class . . . that's not bad sailing!

The Third Race, the 176-Mile Ocean Triangle. Overall fleet standings after two races had Williwaw in first, followed by Robin, with Imp in third. After the Ocean Triangle, only Robin would remain near the top.

Imp ran into problems some 40 miles into the race, while again having built a comfortable lead over the other boats in her class. Skip was at the helm with the chute up when he began to sense that he was beginning to lose some of the control over the boat, it just wasn't responding to the tiller. As time went on he became a little concerned, and when the crew looked astern they were shocked to see small pieces of fiberglass floating behind, and a short time later these were followed by different sizes chunks of foam.

When the boat was eventually hauled at Merrill-Stevens yard, someone remarked that it looked as if a shark, Jaws III perhaps, had taken a bite out of it. It was a wonderful story, but unfortunately it wasn't true. Skip said he just kept losing more and more of what little control was left, until finally she broached and there was nothing to do but drop the chute.

Imp was out of the race but she was also out well out in the ocean with nothing left of the rudder but the stock with which to steer. The storm jib was set on a inner stay and a double reef was put in the main; with care and no small amount of skill they sailed the crippled boat back to Miami at 5 knots in up to 40 knots of breeze through the Stream, which Steve Taft remarked is similar to sailing out the Gate in a during a very bad ebb.

Two other boats had rudder problems and had to bob around for 24 hours before the Coast Guard could get to them. The CG had been preoccupied searching for a crewmember who had fallen off the 44-ft. "Piranha" while taking a leak off the stern. The crew had gotten the boat turned around but had caught a sheet in the prop and killed the engine. The navigator jumped in with a line and got to the man, but a wave swept over him and he was never seen again.

When all the unplesantries were over Robin had again taken first in Class and first Overall. Williwaw had sailed well but was the victim of a nasty windshift; after ten hours of sailing she was farther from the finish than she had been at the start; she took a 23rd in the fleet. The crew on Imp was greatly disappointed, she had been sailing as well or better than ever before in the opinion of the crew, she again had built up a good lead, and now with a DNF she was out of contention for SORC honors. Skip still had hope they would finish out the circuit with a flourish and still have a chance to be selected for the Admiral's Cup team.

At this point we said goodbye to Skip, and advised him to

purchase stock in the telephone company while waiting for Ragnar to come back from Clearwater with a new rudder.

Goodbye Skip. Hello Steve. Between the "Skip" and the "Hello" in the line above, the last three races of the SORC were sailed. Just before we have to dash off to the printer Steve Taft, ace crewmember on Imp provided us with the following facts and opinions:

The Fourth Race, the 135-Mile Lipton Cup. "Acadia" last year's winner of the SORC takes first Overall. Imp, with her new rudder in place, takes first in Class, beats all the Two Tonners once again, and takes a 5th Overall. That's bouncing back!

The Fifth Race, the 176-Mile Miami-to-Nassau Race. "Tenacious", Ted Turner's boat edges the now sloop-rigged Kialoa by 45 seconds to win Overall. As in all the other races that preceded it, this was a "big boat race", with strong winds, and most of the wind on the nose. Kialoa's crew is just getting accustomed to her sloop rig; in the St. Pete to Ft. Lauderdale race they tried a two-pole spinnaker jibe (we think we know what that is) and ended up breaking both poles and having to finish the race with working sails.

Imp is beaten in her Class by a sistership, "Infinity", and her 20th in the fleet is the worst finish she's had in eleven SORC races.

The Sixth Race, the 31-Mile Nassau Cup. It's all come down to the last race to see who wins Class B and the whole Circuit. It will either be Williwaw or Acadia, whoever wins the last race. Connor and the heavies on Williwaw sail a great match race and win it all, but by a mere 4 seconds to win by just 1/4 of a point. We don't really understand SORC scoring so we can't explain exactly what happened, but Steve Taft says it was rather close and rather exciting.

Neither one of these boats however wins this particular race; that honor goes to "Illusion" a 30-footer designed by Ragnar Hawkanson who is crewing on Imp.

For her part, Imp again wins her Class and takes a fine 11th in the fleet. As we said SORC scoring can lead to some rather peculiar standings; for example Imp finished second to Infinity in their Class, but Imp beat Infinity on fleet standings. That really is strange.

In fleet standings Williwaw is first, Acadia is second, Robin (who had bad 4th and 5th races) is third, Tenacious is fourth and High Roler is fifth. Imp, despite a devastating DNF, manages to take 10th in the fleet.

A few paragraphs back we mentioned that Ragnar Hawkanson — who will soon be working with Tom Wylie — had his design Illusion win the last race Overall and take first in Class E for that race. Class E was a bit of a strange one in this SORC, for it also had one of the new J-30's, it had Hood's Robin, and

it also had Bill Klute's old Ericson 39, "Chiquita". Robin, which won the Class is 39-ft. long, displaces 20,000 lbs., and has a 51-ft. mast. Illusion, which finishes second is 30-ft. long, weighs 6,000 lbs., and has a 38-ft. mast. The J-30, which finished 3rd in this class has the exact same rating as the 39-ft. Robin, and a rating close to the old Ericson 39, which Taft observed as being rather competitive under its old rating.

Taft thought the rating on Hood's Robin was something of a "bogus" is the word he used, but Steve went on to point out there were other old boats blessed with similar rating benefits that simply could not overcome the combination of newer boats with more aggressive crews. It took a fine sailor like Hood and some hard work updating the boat to make it competitive under its beneficial rating. The observation was also made that everyone at the SORC was quite happy with the IOR rule and that there was no grumbling about it whatsoever — of course if a person didn't like it he might well choose not to participate.

In terms of radical new developments and designs there just didn't seem to be anything outstanding, at least nothing to compare with last year's crumbling masts. The one trend Taft did note was the the big boats were getting better and better. It used to be that One Ton boats was where all the competition was, and that those size boats were really refined to the point where they were taking it all; then it moved up to the Two Ton size; now it seem it's at the 'Three Ton' size like Williwaw.

Both Skip and Steve felt that Imp was really moving though the water and that the crew was really having a good time and having everything run quickly and efficiently. Taft thought they 'shifted gears' faster than other boats, and that having the same crew as the previous campaign was a great benefit. It also helped that all the crew constantly sailed on other boats too, so they could contribute new techniques and so that they wouldn't go stale sailing the same boat all the time.

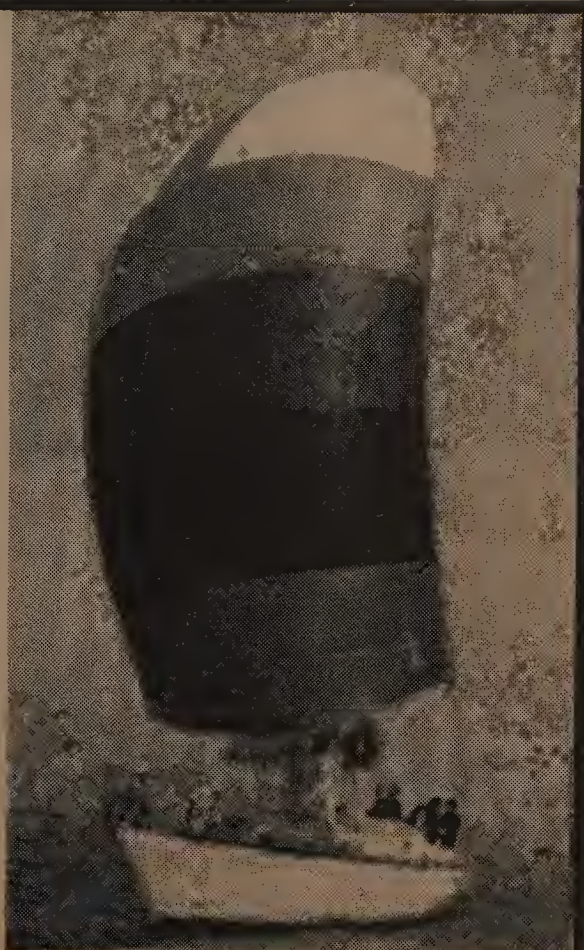
What are Imp's chances of being selected for a berth on the Admiral's Cup team? Taft thinks they are good for a couple of reasons. Recent years have shown that the best size for an Admiral's Cup boat is just under Two Ton, and that's the size that Imp is. Boats that did very well in the SORC are all bigger, Williwaw for example, and Acadia. Taft thinks it is likely that Williwaw will be chosen, but Acadia, which really wants to go, may not be selected because she is so big.

That friends is all we have time for now. We'd like to give our special thanks to Skip Allan and Steve Taft for filling us in on the spur of the moment and we hope we haven't bungled up the information they have passed along.

Congratulations are certainly in order for Dave Allen and Imp, and certainly for the crew who we've saved for the last: Skip Allan, Steve Taft, Steve Stevely, Bill Barton, Don Jesberg, Tad Lacey, Ragnar Hawkanson, and Tom Wylie who subbed for Ragnar during the first two races when Ragnar had to tend to affairs on Illusion. Congratulations for representing yourselves and northern California so well!

— latitude 38

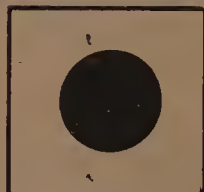
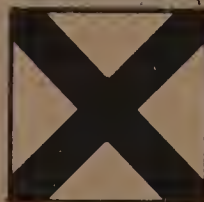
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The Second Women's Issue

(well, sort of.)

Promises, promises, everyone is always making promises to women. "If you'll only consent to take my hand in marriage, I'll give you the moon", and two weeks later he's sitting in front of the tube with a six-pack. But are we at Latitude any better? Last month we apologized for leaving out so many of the interesting women sailors in northern California, and promised that this month we would for sure include the 'Santa Cruz women', Diane Beeston, the 'women commodores', the 'hot juniors', Millie Bratenahl, Edna Robinson, and the women's racing calendar. We've come through on less than 50% of those promises, which is of course inadequate, and we've learned our lesson about promises: if you don't make 'em, you can't break 'em.

We'll have more women in future issues, as soon as we can write about them as they deserve to be written about. Meanwhile, if your club has a women's program, and you haven't written us about it, please do. Thanks.

WOMEN'S RACES

3/10 corinthian yc

4/7 island yc

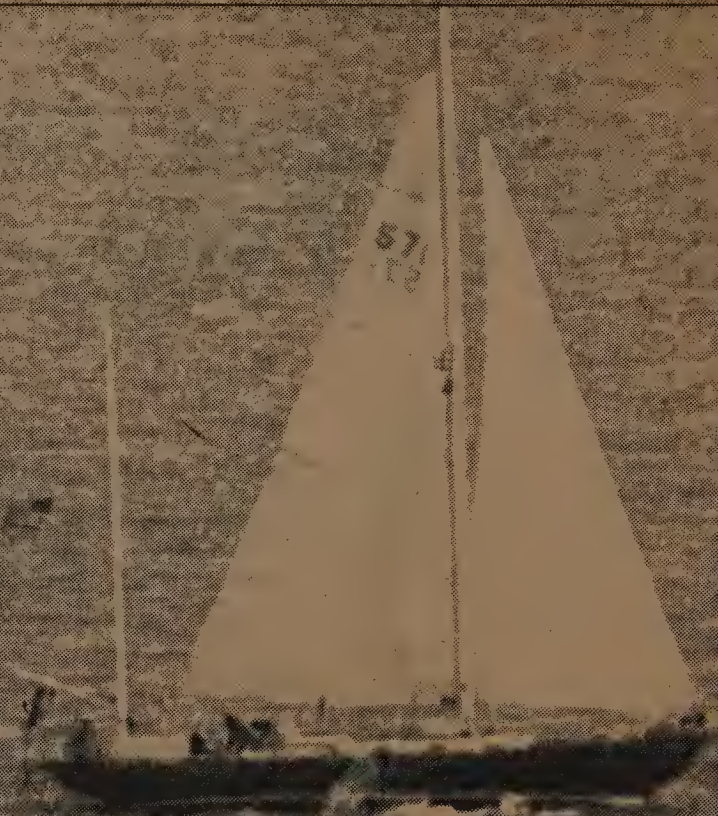
9/22 sfyc ladies laser

3/25 richmond yc

7/28 sausalito cc

10/20 berkeley yc

(Coyote Point YC sponsors a 'women's race', but we don't have the date.)



WOMAN IN TROUBLE

Oh pity the fate of the woman whose husband likes to sail! Take poor Vera Zenobi, pictured on the right. For years she and husband Max — he graces, if we may use the word liberally, our cover this month — lived happily aboard their 41' ketch. She was zooming higher in her career while Max continued 'working in films'.

Actually, Max's work in films was projecting them at the porno movies, and it becomes old after just two or three reels. All day he would sit in his dank and dark booth, dreaming of sailing, sunshine, and naked girls scattered about the deck of his boat. And so it occurred to him that he and Vera should go cruising.

So they sold their 41-ft. ketch to look for a cheaper boat. For some gawd-awful reason Max decided to look in Florida, and one afternoon at 5:00 asked us if we wanted to join him on the 10:00 flight to Miami. Of course we did, and after lying to the respective spouses about who was picking up the 'extra' plane fare we were gone.

The boat he had flown east for was not as the surveyor had made it out to be. The bowsprit, for example, was fabricated out of an old two-by-four. With much grief we undertook to find a suitable and inexpensive cruising boat in the next day-and-a-half. Max actually found one, albeit filthy dirty and loaded with some rather dated gear — but this meant he could get it for a steal — he thought. Not only did the buyer refuse to come down on cent in price, during the negotiations he began to get 'sellers remorse' and almost refused to sell the damn thing.

So the boat, a 1959 Bounty II, was shipped to Richmond where Max and Vera began to work and curse at it. But after a year there had been a remarkable transformation, she was indeed smart looking and ready for sea. Perhaps the most remarkable thing of all was that "Maverick" departed Sausalito on the departure date Max and Vera had decided upon months and months ago!

So what, you wonder, is this 'poor Vera' stuff? Well look at her crew on the opposite page. The tall one is anthro-



polgist Bob "Bobo" Richmond who limits his studies to the search for 18-year old girls with cute and unwrinkled bodies. The captain is none-other than Vera's husband, Max, genially referred to as the "Italian burro".

Now Vera has got her act together, all attest to that. But "Bobo" and the "burro"? Rumors are flying that they are both a "few bricks short of a fireplace". The rather comic photo on the left hand page is a good example. If the captain and "Bobo" look perplexed they are; after preparing the boat for a year the time has

come to cast off the dock lines . . . but they were so ripped from the night before they couldn't remember where they were going? "Hawaii, wasn't it? Or New Zealand? How does Bermuda sound?"

When Max finally decided that maybe they could sail to Las Vegas to do some gambling, Vera could stand it no more. "Italy, dammit! We're sailing to Italy!"

And so they were, and departed Sausalito for Rome on February 6th. They'll our dear friends, as they are to many people in Sausalito, and we all wish them a pleasant journey.

— latitude 38

SUSAN VAUGHN

Having set the blossoming spinnaker, Sharon looked back from the bow with an ear-to-ear grin. Suddenly we were hit hard by a gust blasting through the Gate and our Ranger 23 "Impulsive" rounded-up into the wind. The mast eased over to a 45-degree angle and the big chute was in the sea filling with water.

The helm did not respond at all and I watched with helpless curiosity as the main boom ploughed a furrow in the waves. The leeward foredeck had dug into the bay and white water poured into the cockpit. Lois, looked like someone trying to play the piano under water as she frantically searched beneath the water

Susan's book, "Woman Sailor" will be published this Fall.



PHOTO BY RICK TANG

for the cleated sheet.

Sharon had been caught amidships on the leeward side and was desperately trying to struggle to the mast as the water swirled up under her armpits. I watched with compulsive fascination as the situation continued to get further out of control. "Impulsive" was on her own, oblivious to her crew, oblivious to her helm.

Finally she shook herself free, but responding instinctively to another blast from the Gate rounded up again. Sharon, still at the mast, met my glance. For a moment her eyes were glued to mine asking, "What am I doing here?"

A fair question. What were we doing here?

We four women, crew of Impulsive, had at least three children each (14 total) and husbands or lovers and warm places to be on dry land. What were we doing out here risking boat and bodies in knockdowns, flying around the bouys amidst small craft warnings?

Soaking wet and crusty with salt-spray, we were living on the edge and loving every minute of it. We were excited, exuberant, challenged and deliciously scared. If to truly live life is to risk it, then we felt we were really alive. We were in the third race of the 13-race YRA One-design series. This was just the beginning of our adventures.

Starting the series we were definitely the "Out-to-Lunch-Bunch." We'd head for the course chatting incessantly, catching up on each other's news and of course, having 'Something to Eat'.

"Do you want Boursin on your bagel?"

"What time is the start?"

"What? Oh! The start!"

By mid-season we began to take the races seriously. By the end of the season (we finished 15th in a class of 25) we found we had learned a lot about ourselves, about each other, and something about sailing. Without a man aboard — that deep voice of authority and experience — we found our own solutions.

We learned to deal with pressure; to solve our problems; the boat's problems; to discuss our roles; our differences; to be objective and to plan tactics. Protests were something we hadn't thought about, but after being flagrantly port-tacked at the start of the first race, we decided Impulsive could not afford a reputation as an easy mark. We protested each of the three times we thought we were wronged during the season and never lost.

We finished the season with an overwhelming respect for the top four or five boats who consistently had it all together — the boat, the crew, and the skipper.

The men in our lives were generally supportive. All good sailors, they were proud of their pupils but grumbled a little at losing crew. Sixteen-year old Jack was our substitute crew and one husband, who shall remain nameless, was dubbed First Alternate Male Crew.

Men in competing boats were surprised or amazed to see us out there at all. We'd round a mark and take off to windward hearing a voice in the background, "I'll be goddamned . . . all

women!" We waved, but never looked back.

It was through our racing adventures — some harrowing, some embarrassing, some triumphant — we developed a bond and affection for each other, and for each other's strength's and weaknesses. Under ordinary circumstances it's something women rarely have the opportunity to do. — susan vaughn

CAROL JESMORE

Gyped. That's what Carol Jesmore feels she got out of sports as a young girl. In Grade School the boys and girls were segregated for recess; the boys and the coaches went off to learn the mysteries of team sports like football and baseball, while the girls were given a kickball and told to be careful. On the last day of one school learned a profound lesson. For fun the coaches lined up all the boys and girls for a 100-yard dash, and Carol won. The coach did not come over to her with congratulations and paint a glowing picture of her future, rather he turned and walked away in disgust.

When Carol and her husband Ken moved to Sausalito from Michigan they decided to take sailing lessons together — Ken encouraged her and Carol wasn't about to be left out. She thinks it was a good idea they took the lessons together, because whatever they learned — be it right or wrong — they learned it the same way. From the very beginning they shared responsibilities on the boat and this continued on when they bought and Ariel and have been racing it in the one-design class. Ken steers going to weather, Carol takes the helm downwind, and they fight — to the constant amusement of the other boats — over the tactics.

Carol believes that she and other women her age missed out on important experiences as young girls when they weren't allowed to participate in team sports. Women's Races, she feels, provide opportunities to make up for some of that depravation: of team spirit, of accepting mates criticism, of sharing responsibilities, and of making decisions. Carol takes the races seriously and it is with the pride of accomplishment that she announces that she won all three of the non-spinnaker division races in the Corinthian series as well as winning Overall. She also won her division in the Richmond YC Ladies Race, and placed third in the Sausalito Cruising Club's Lorelei Race. Currently she and her all woman crew are sailing the Golden Gate YC mid-winters.

Unlike wome women, Carol feel the 'women's races' are both good and important for women. She also thinks it's a shame that the results of the existing races are not combined for a 'season's champion' for the 'women's circuit' as it were. She argues that woman can compete with the men hundreds of times during the racing season, but there are darn few opportunities for women sailing as teams to compete against other women sailing as teams.

When we asked Carol if she thought she was competitive, she said she had never thought so, but after talking to us she was

changing her mind. Maybe she was competitive, but with herself more than anything else. When she first moved to Sausalito she began running, mostly to see if she could improve. When she discovered she had trouble removing the Ariel's outboard from the well she joined the Central Y (in San Francisco's Tender-loin) and began to lift weights

Often times when a person feels that have been deprived as Carol feels she was of team sports, they become resentful, bitter and truculent. Carol isn't that way. She's positive and active, looking forward for ways to make up for lost opportunities and working to insure that other young women get those opportunities that she didn't.

Carol happily notices that she sees more and more women racing all the time, and that participation in women's races seems to be increasing. She encourages women to take sailing

Cover girl, Carol Jesmore



lessons, pointing out that they are available at most Park and Recreation centers, and that many yacht clubs offer programs for those who aren't even members. Even though she doesn't belong to that particular club, Carol is organizing and will be teaching classes for women at the Paradise Harbor YC this Spring.

Plans for the future call for continued class racing of the Ariel with her husband, and participation in as many women's races as possible. What about some bigger races? "I'd love to do the TransPac, particularly if they ever would let you have the helm". When we told her that Bill Lee frequently encouraged women to take the helm of Merlin, Carol was envious and surprised in that order.

(For those of you who didn't notice, it was Carol Jesmore's picture that appeared on the cover of the last Latitude 38.)

CHRIS KAPLAN

Carol Jesmore probably would have liked to have shared Chris Kaplan's childhood sailing experiences. As a Campfire Girl Chris had to pick an 'activity' and she chose "Small Craft" which meant El Toros on Lake Merritt. During those early sailing days she met Paul Kaplan with whom she was to become his best friend, his business partner, and his spouse. For Chris a 'hot date' in high school meant taking the bus from the east bay to San Francisco to meet Paul, and then taking another bus with him to the San Francisco YC in Belvedere where they'd sail the club's Rhodes 19s.

Later Paul bought a Cal 20 and he and Chris raced together for 5 years, which was followed by the Farr boat "Hot-to-Trot" and their current boat "Magic Bus" — both big winners. So Chris grew up working as part of a team, in fact it's teamwork that she really enjoys in racing: "When I see the group in the boat working well together, getting the chute up and down right, making the correct maneuvers, getting things done, having everyone in harmony — that to me is more valuable than winning the race in a boat racked with havoc."

What Chris certainly got out of this teamwork was a good dose of confidence. When we asked Chris what the pinnacle of her years in sailing had been she replied, "The high point was when Hot-to-Trot" won the Frank Stone Cup series of races, not only did she take three firsts in Class, but won Overall, beating all the other IOR boats". What's interesting about this is that she wasn't even on the boat during the races, but she was so confident of her contribution that she hadn't even had to be on the boat to feel an integral part of the victory.

When speaking of possible future plans Chris says "we" might do a Star campaign or something, because if ever this would be the time. 'We' does not mean that Chris would be on the boat, which is a far different thing than not being a part of the campaign.

It almost sounds as if Chris isn't on the boats because she isn't a good sailor, but that isn't the case. Somebody has to

mind the store, the 'store' being City Yachts at Gashouse Cove, with the chandlery, and the fuel dock and the small boat hoist, that she and Paul own — and Chris minds it by choice. "I could go out on "Magic Bus" anytime I wanted to, but I don't, and I wouldn't do it. A boat functions best with its regular crew, and and if I were to assert myself by hopping on the boat for one race I would be disrupting the harmony that has been developed on board." Chris is a 'team player', knowing that you don't have to be on the boat to contribute. That is confidence, a kind of ego liberation that few men on any team achieve.

Since getting into the sailing industry Chris hasn't had the time to sail with Paul as she did in the past. Her current outlets are Laser racing and the women's races. In the Laser she admits, "I can be very competitive out there for myself", but it was different skippering a boat in the ladies' races. In fact, it was dif-

Chris and Rollo ride the transom of "Magic Bus"



ficult, "I didn't want the authority, I wanted all the decisions to come to a vote and we'd do everything democratically — I didn't want to carry the burden of being right or wrong. But it doesn't work, it was terrible until I finally could say "We're tacking now!" and give that kind of command."

If Chris' heart is often out racing or with the fortunes of Magic Bus, her mind is frequently on the business. "I do the chandlery, the fuel dock, the boat hoist, and the bookkeeping. Since I'm the one everyone always see's they think I run the business, but it's really Paul who has built this business up." Paul handles the boat sales, the outlet for Hood Sails, works with the salesmen and just isn't as visible.

Because some of the jobs Chris does around the gas dock are traditionally things that men have done there were some minor problems and adjustments that had to be made in the early days. "We change oil here so there are times I have to put on the coveralls and get down in the bilge and pump the oil out, and it takes customers a while to get used to having a girl do it . . . in fact it took me a while to get used to doing it. Time and time again I had to prove that I knew what I was talking about, that I wasn't going to trip over a hatch, that I knew what a leeward broach and a reaching strut are. Most customers know me now and it isn't a problem, but in the beginning it was, and it was my problem because I didn't know how to handle it. Now that I'm

used to it I think it's kind of cute (laughs gregariously) when they say, "now be careful climbing up on the boat there" and that kind of thing. It's nice because they have my best interests at heart; they just don't understand that I might know more than they realize I know."

Chris likes what she's doing a lot, both the good times when she can soak up the sun on the dock during a lunch break in the spring and even in the winter when she's pumping gas in the driving rain. In good weather or bad, Chris doesn't like being indoors for very long.

But she likes what she does for deeper reasons than that, "It's something Paul and I can do together, all day, every day." People are amazed when I tell them it works out perfectly, but we work hard all day, seven days a week and there just isn't any time for domestic difficulties — we're just too busy. When we get home we both help get dinner on the table, because we both get home at the same time."

Like almost everyone in the marine business Chris and Paul rarely find time to get away. "We tried to get away for three days this winter, but then some business came up and we had to turn in our plane tickets. Now our parents are trying to get us away from here, they think we'll go crazy after a while." But Chris doesn't seem to be in a great hurry, "This" she says indicating their place of business, "is our joy."

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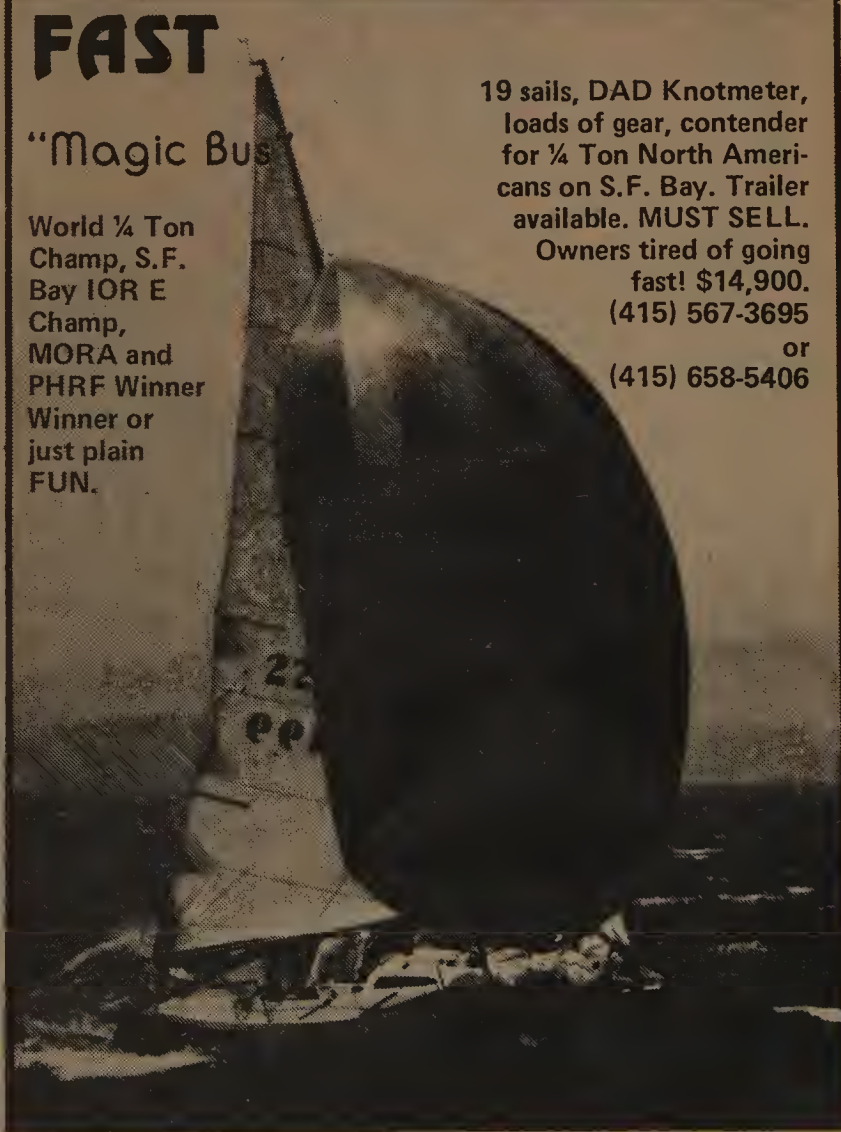
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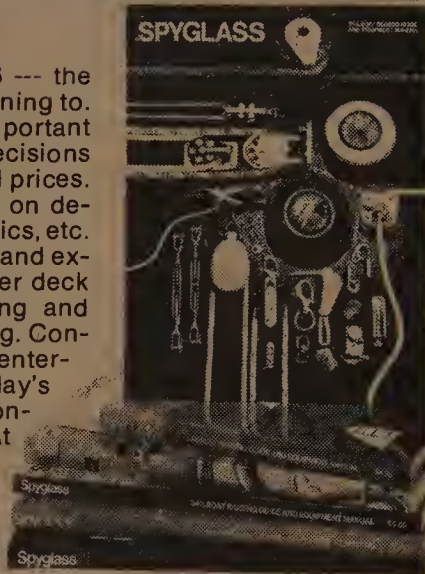
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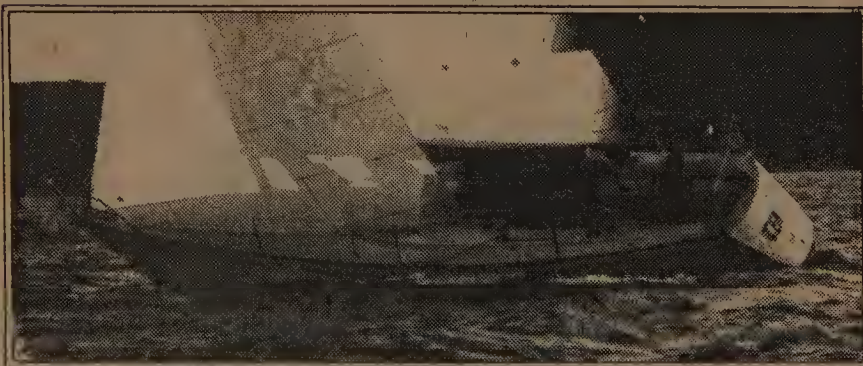
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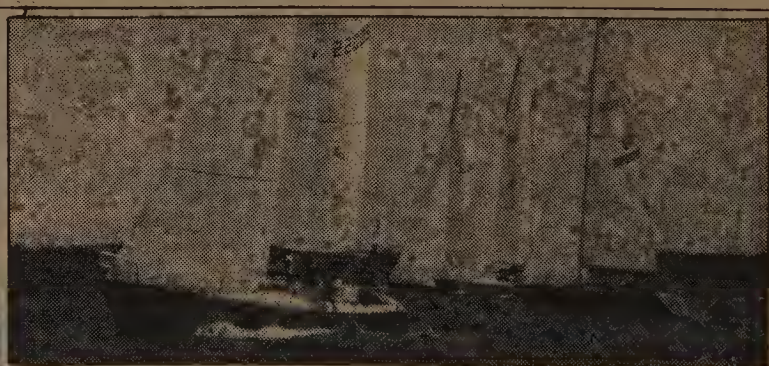
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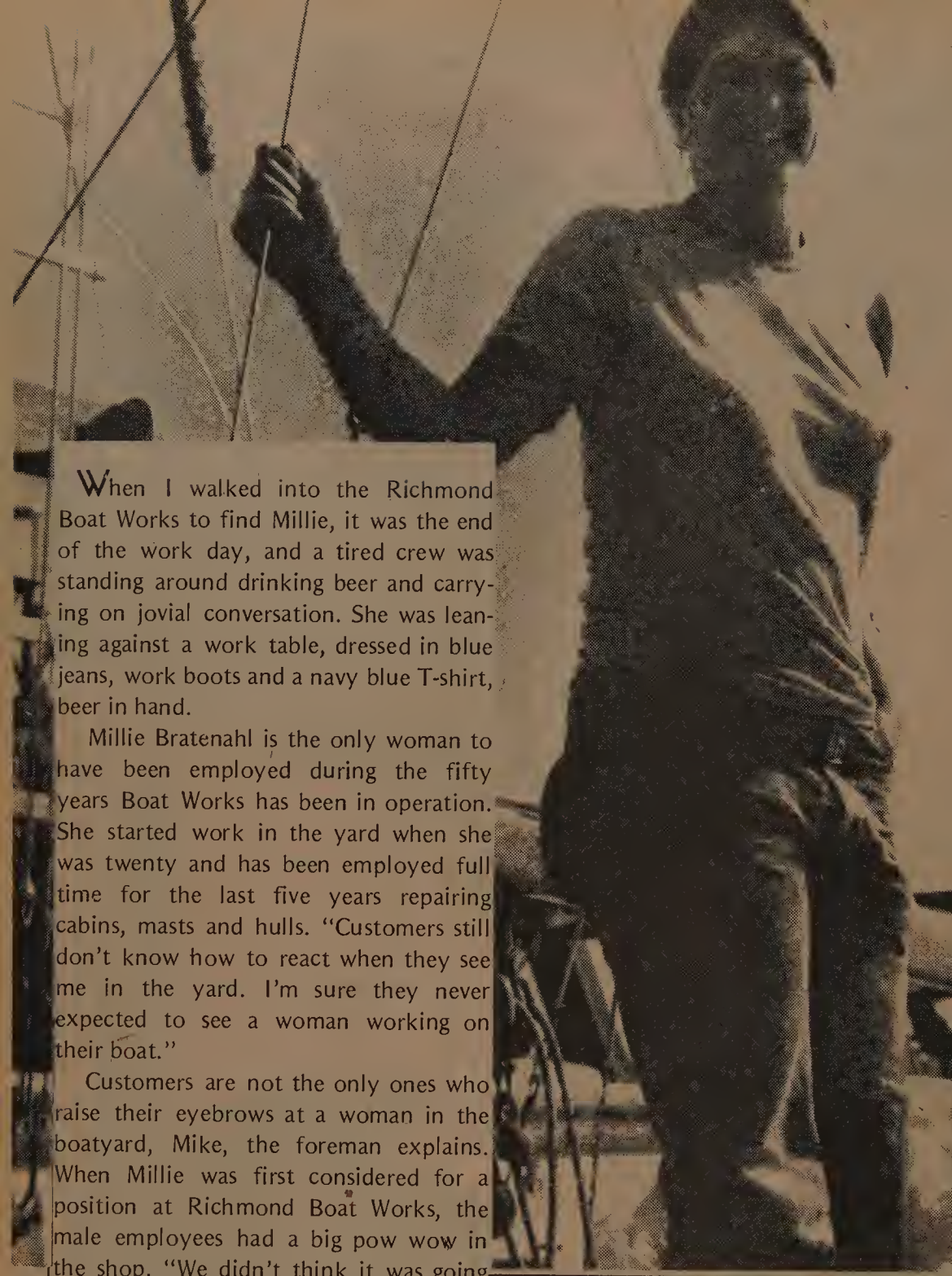
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MILLIE THE MAGNIF





When I walked into the Richmond Boat Works to find Millie, it was the end of the work day, and a tired crew was standing around drinking beer and carrying on jovial conversation. She was leaning against a work table, dressed in blue jeans, work boots and a navy blue T-shirt, beer in hand.

Millie Bratenahl is the only woman to have been employed during the fifty years Boat Works has been in operation. She started work in the yard when she was twenty and has been employed full time for the last five years repairing cabins, masts and hulls. "Customers still don't know how to react when they see me in the yard. I'm sure they never expected to see a woman working on their boat."

Customers are not the only ones who raise their eyebrows at a woman in the boatyard, Mike, the foreman explains. When Millie was first considered for a position at Richmond Boat Works, the male employees had a big pow wow in the shop. "We didn't think it was going to work out having a female around. The type of work that needs to be done here requires a lot of strength and stamina, and we didn't think a woman could handle it. Now that Millie is here, I'll admit that she is a lot more competent than most of the male employees we've had in the past."

Growing up in Inverness, a small waterfront town up the coast, was a convenient place for Millie's father to teach her all he could about boatbuilding. At seven Millie volunteered to repair the ship models her father had kept since childhood. Broken and in need of refurbishing, Millie went to the library and researched the correct techniques for restoring the models.

The first full-sized boat Millie built was an El Toro. Her father started giving her ship carpenter's tools when she was

four, and working on the El Toro gave her the chance to put them to use and learn woodworking skills. Next, she owned a twenty-four foot 110 racing boat. She raced against her father on the Tomales Bay and soon entered into the San Francisco Bay SYRA (Small Yacht Racing Association). The main stipulation Millie's father had made in her owning a boat was that she maintain it well. Working on her 110 became one of Millie's favorite pasttimes, and at the age of fourteen she started her own business, repairing neighbors' boats.

Two years later Millie moved to Berkeley, hoping to find a job in a boatyard that would pay her more money than she was making in Inverness. With her skills and a locker full of tools she was confident she would be hired at the first yard where she applied. "I walked

into my first boatyard and inquired, and the men laughed at me."

After receiving the same response at several other boatyards, Millie went to work as a seamstress for DeWitt Sails. Millie says the endless hours of sewing was the most boring work she had ever done. Eventually she got into other aspects of seamstressing and started her own business fitting and sewing boat covers. She was in Mariner Square one day when she saw the boat she wanted to own. It was a thirty-one foot Tumlare, Eclipse, sister ship of Cohoe, which Adlard Coles devotes an entire chapter to in his book, "Heavy Weather Sailing". Millie scrounged up enough money for a down payment and moved aboard. "The whole cabin was ripped apart, and it was hell living aboard, but I knew that someday, if I worked on her long enough, she would make a perfect seagoing craft."

The bottom of the mast was rotten, so Millie got in touch with Lee Conn, whom she knew who could help her rebuild it. Conn, a master carpenter, had worked at Richmond Boat Works for the last fifty years and told Millie he would instruct her in rebuilding her mast. Millie spent endless weeks working on the mast. When Quentin, owner of the yard, saw how hard she was working, he asked her if she wanted a job. At that time, Millie was tied up with her boat cover business so had to disheartenly refuse. But a few months later, after going back to the grind of sailmaking, she went running back to Quentin and asked him if the offer still held. After a lot of discussion with the other workers, Millie was hired to work in the yard.

"I didn't know everything when I first started working here, and I still don't," Millie says. "I put my time in as a grunt, scrubbing bottoms for the first year. I was also constantly working on the Eclipse, which was my laboratory. When I finished a job on her, Quentin would see the work I had done and assign me to the same job at the shop."

When the boatyard closed for a year due to an insurance problem, everyone was laid off. Fortunately, a steel cutter was right in the process of having it's

insides rebuilt, so Quentin rehired Millie. She worked on that boat for eleven months, putting a galley in and doing the detail work.

Later Millie worked for Hornblowers and repaired the engines. To balance out the engine work, she rented a studio in Emeryville and bought a table saw, the only machine tool with which she was not familiar at the time. Hornblower asked her to build some cabinets for the cabins, so Millie used her own studio for the carpentry work and learned about the art of cabinet making.

Finally, the layoff was over at Richmond Boat Works, and Millie returned. Her first assignment was rebuilding a forty foot Chinese-built ketch whose entire insides had been destroyed by fire. Lee Conn instructed Millie in the art of woodworking. "It was incredible working with Lee. I was with him for four hours each morning, and it was like being in church. He's been building and working on boats for the last fifty years, and his experience has given him a whole school of thought on how to approach and deal with problems."

She worked on the ketch from April until August, the longest period a boat had been worked on by a single person in the yard. That was the turning point in Millie's position as a worker. "I honestly never expected to be promoted from the drudgery of scrubbing bottoms, but after Quentin saw the work I had done on the ketch, his perspective on what I could handle changed, and I never had to go near another bottom again."

Not all of the jobs are pleasant. Millie remembers a day when she had to hang upside down for six hours drilling limber holes through floor timbers with no access because of tanks on both sides. "After a day like that," Millie grins, "the best thing to do is go home and get drunk."

Millie now lives in Point Richmond and spends her free time playing the steel drums with her boyfriend and co-worker, Richard. They hope to organize a large steel drum orchestra and play throughout the Bay area, but their first priority is preparing the Eclipse for an ocean voy-

age. "I figure I'll work here for five more years and then take off cruising around the world. At the moment I'm rebuilding the inside of Eclipse. I'm also working for my Chartering License, so I'll be able to charter passengers as I sail from port to port."

The chances of a woman getting a job today in a boatyard are twice as good than when she first started, according to Millie. The two things boatyard owners will want to know before hiring are — do

you own your own' carpenter tools, and are you able to handle the demands of working as a boatyard employee. Remember, wherever you are hired, your first year will be spent as a "groveling grunt" unless you have an outstanding record as a shipwright.

Sipping on her beer, Millie concludes, "I really don't think the guys knew how much fun it would be working with a woman all day."

—thais mazur

Sitting down on the job



SANTA CRUZ

What we have to the right is a photograph of a group of women sailors from Santa Cruz. Actually, it is a photograph of a part of the group since Becky Walsh, Mary Duffield, Diana Mercer, and Cindy Philipby somehow escaped this shot. The reason for the gathering was that Mary Ann Foley decided — and rightly so — that Latitude 38 should include representatives from Santa Cruz in any 'Women's Issue'.

It was Mary Ann who organized this sociable get-together, which thereby precipitated one of the most horrible days in our lives. It's not that it wasn't pleasant meeting these women, for it surely was. It wasn't that they didn't say enlightening and fascinating things into our microphone, because they did. And it's not because they didn't graciously pose for photographs, because they agreeably complied with that wish also. No, the horrors of the day were all on our head, for we pressed the 'play' button on

Santa Cruz women in this photo are starting from the left foreground: Debby Gross, Rainy Bassano, Eileen Sundet, Karen Trap, Aldo (who while cute, is not a woman), Cynthia Hubbard, laughing Mary Ann Foley, Dana Marsh, Maurya Malloy, and Susie Synder.

Our sincere and special thanks go to all of these women who took the time to meet with us. Special thanks to Mary Ann Foley who made it all happen.





our tape recorder rather than 'record'. When we got home, we had not an hour-and-a-half of sailing wisdom, but cursed silence on our tapes. As if that weren't enough, that little bastard Fate went and ruined nearly every photograph we took!

Since we were not aware of these be-devilments until later, it was a genuinely educational and pleasureable afternoon — and we're not being the least bit facetious.

As a group, these fourteen women claimed to represent but a clique of women who sail in Santa Cruz, readily admitting their were many others who might not necessarily share their opinions. But if this were indeed a clique it was marvelously diverse. The women ranged in age from 20-year old Becky Walsh to a purposeful Mary Duffield who is in her 60's. A wide variety of occupations was represented: students, a retired teacher, secretaries, an artist, a nurse, a weaver, a dental hygenist, a hair-

Six of the nine women in this photograph either work building boats or have built boats with their husbands. Rainy and Susie and Ln (pictured on the next page) all helped with "Pacific High"; Karen and Cynthia build SC 27s like the one Cynthia owns; Mary Ann and her husband just finished a wild looking "Third Reef" which they hope will beat Pacific High; and Dana (who has a better picture in the next few pages) is intensive-ly working on the completion of her and her husband's 36-ft. ULDB.

SANTA CRUZ

dresser, and several boat builders.

The sailing experience of the women also varied greatly. Eileen Sundet started less than a year ago, helping bring Merlin back to Santa Cruz from Manzanillo. Only a few months later she was rolling over 180 degrees in a four-day survival storm while helping singlehander Don Keenan bring his Vega 27 back from Hawaii. When Maurya Malloy moved to Santa Cruz harbor two years ago she didn't know a jib from a spinnaker, but on her third sail was given the helm of Merlin and since then has been spoiled by speed. Maurya recently "invested in the community" and will be racing a Santa Cruz 27 during the 1979 season.

Others at the gathering had been sailing for years. Becky Walsh has been sailing for 15 of her 20 years. Jane Ellis, a geology major at UCSC and a member of the sailing team had her own Optimist Pram at 8 years of age; for many later years she was her father's crew on a 470.

One of the interesting things that came up during the conversations was the fact that none of the women were in quest of any specific personal sailing accomplishments. Susie Synder, a veteran of more than 16,000 offshore racing miles, put it this way: "I don't have any desire to pursue prestigious sailing titles. What I'm doing now provides satisfying recreation and unlimited entertainment."

This is not to suggest that Susie or any of the other women shy away from competition. Debbie Gross met Ron Gross by being his crew on a Hobie 16 in 1973; in October of 1976 they spent their honeymoon in the blustering Hobie 16 Worlds in Hawaii. Now they have a Santa Cruz 27 and still race together as a team, alternating roles. Debbie's biggest sailing thrill was a 'white knuckle' trick at the helm during a spinnaker run from Monterey to Moss Landing. Frequently she pegged the knotmeter at 12 knots, never broached, and corrected out first.



Labor and Management. One-third owner of Pacific Boats, Inc., Ln Neale, is on the right. Years ago she built her own trimaran. Worker Annie Poole is on the left. Both are 'into' boats, in this case the hull of a Olson 30.



Evelyn Drew, a part owner of "Prince Charming" finds that it "feels good to be a regular crew members on a boat fast enough to be in the front of the fleet." Most of the women in the group race frequently in the Wednesday night races in Santa Cruz, and many have raced on Merlin.

Occasionally a group of women get together and race a boat themselves. This was the case during the Santa Cruz 27 Nationals at Lake Tahoe, when Cindy Phillipy, Karen Trapp, and another women crewed for Cynthia Hubbard on her SC 27. While it was a bit mollifying that Cynthia fell overboard during a spinnaker run, it was a rapid accumulation of experience.

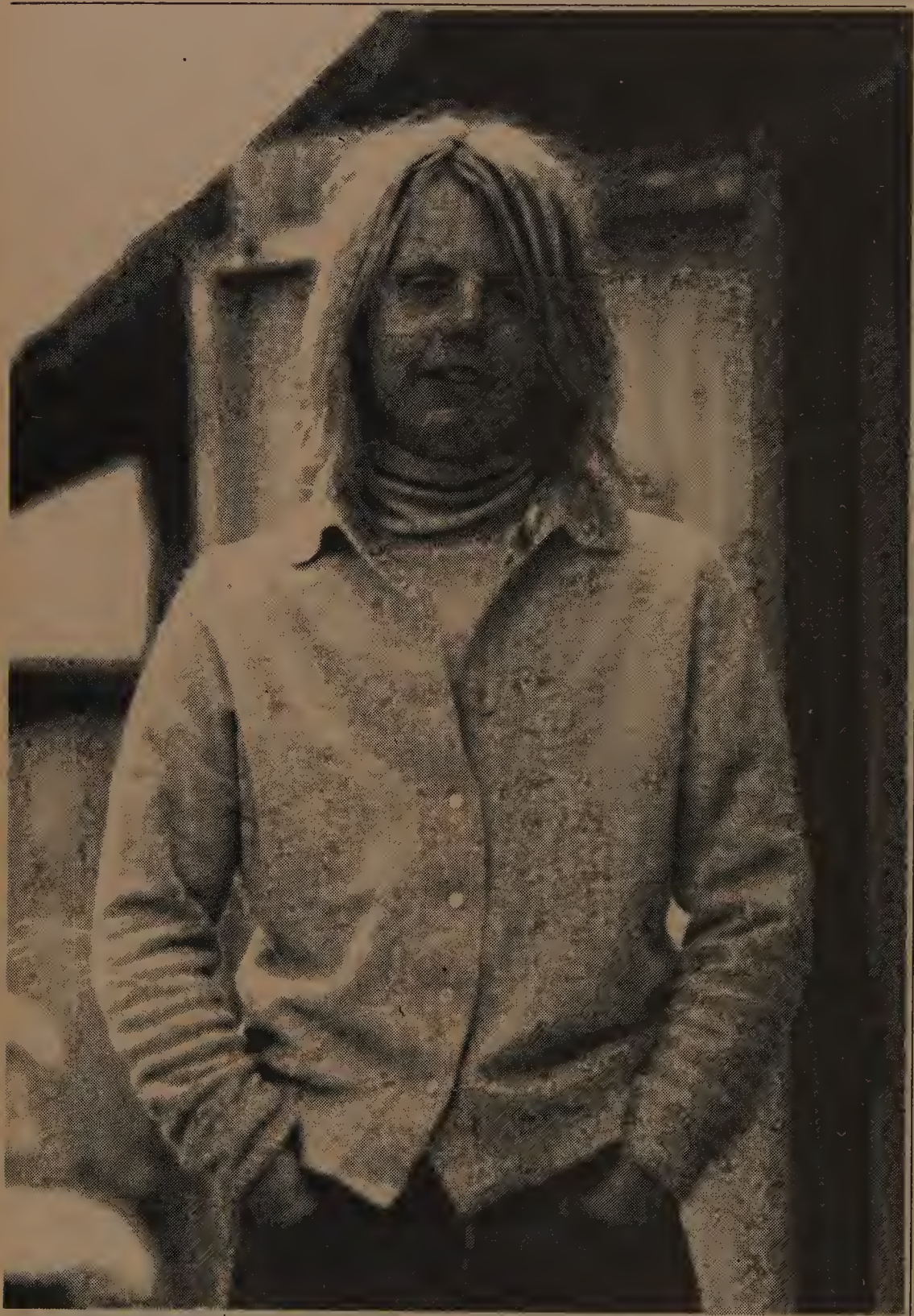
One Santa Cruz woman, who we did not get a chance to speak to, does have strong aspirations for a specific sailing title. She is Ruth Tara, who we are told is in vigorous training with her husband for a shot at the upcoming 505 Worlds to be held in South Africa.

While most of the women race for "entertainment and recreation" others have more long range goals in mind. Cynthia Hubbard, who lives on her SC 27 with her son Joaquin, is one: "Cruising is my goal. An Oceanic Expedition from Sausalito to La Paz in 1976 confirmed my suspicions that cruising is why I am learning to sail."

If there is an unusually high percentage of women sailing in Santa Cruz — and it would certainly appear to be so — men seem to be one of the big reasons. Susie Synder says "Since most boat owners and racing skippers are men, women rely on them for crew positions, sailing opportunities, and training. Men have been outstandingly generous in sharing their sailing expertise and opportunities with me and other local women. They expect us to be active, thinking crew members rather than passive string pullers."

Bill Lee, Dave Wahle, and Susie's hus-

SANTA CRUZ



If Dana Marsh looks weary, there's a reason. She and her husband Mark have been devoting most of the last year to the building of a 36-ft ultra-light of Mark's design. Previously she and Mark cruised to Hawaii and back in their Swan 37, but upon returning to Santa Cruz were taken by the concept of ULDBs.

band Don were all mentioned as being particularly helpful, the the group wanted it known that these three were far from being the only helpful men, as most in Santa Cruz seemed to be that way. Evelyn Drew looks at it this way: "In Santa Cruz women really have a chance to take part and to learn to become competitive."

But alas, things are far from perfect. Becky Walsh remembers "one of the biggest disappointments I have encountered was being replaced by a less competent male sailor because I was going to be the only girl on the crew." From her tone of voice, it was something that Becky is going to remember for a long while.

We presumed that with this group of women paving the way there would be a large crowd of younger girls following in their wake; yet, this doesn't seem to be the case. Apparently most women involved in Santa Cruz sailing are in the general age range between 20 and 40. To get more girls — and boys — involved, Mary Ann Foley is trying to rejuvenate the Santa Cruz YC Junior Program. Mary Ann is also trying to put together a series of Ladies Day events, a concept that has atrophied during the last few years as the sailing sexes have grown together.

Living as they do in Santa Cruz, it's not surprising that this group went with the 'light is right, speed is king' philosophy. Some even questioned the mentality of those who preferred moderate and heavier displacement boats. With civic pride, boats like the Moore 24, SC 27, "Pacific High"/Olson 30, and "Prince Charming" were favorites. Diana Mercer, who while teaching sailing noticed that "women are as apt in this sport as men", found that these Santa Cruz boats were the "right" size. Spinnaker poles weren't too big to be manageable, the sail area was reasonable, winches could be handled — they were just good 'women's boats'.

So how does a women get into the sailing community in Santa Cruz? Perhaps there is no easier place. Simply bring yourself and a six-pak to the boat hoist on a Wednesday night of the racing season and look like you want a ride. You'll get one. From there it's up to the individual; if you demonstrate a desire to become an active and contributing crew-member you will generally be acomodated. If you sit back, you'll be considered a passive passenger. Any any rate it should be fun; the Wednesday night races have somehow managed to remain competitive without leaving a bitter residue. Letting a novice take the helm and helping her or him, is often more highly valued than winning the race.

For all the racing that goes on, there are those who like to just kick back now and then. Rainy Bassano has her favorite local cruise all figured out: "Sail up to Lighthouse Point and set the spinnaker for a sail down to Capitola. Set the anchor for the day, and wait for the east-erly to set sail back for the harbor."

Perhaps the most spirited discussions of the afternoon were over the issue of yelling — usually a sore point with women crew. In the beginning men were chastised for having a proclivity for raising their voices. Later some of the women admitted that when the action got hot, they too had a tendency to yell, particularly if they could yell at men. Yelling it turns out seems to be a sailing universal, and whether it is a good or bad thing to do depends a lot on whether or not it is you who is doing the yelling.

For women, Santa Cruz is not a bad place to sail, and Susie Synder summed it up with this rather pleasant observation: "There are a lot of women sailing in Santa Cruz — men and women racing and sailing together because they enjoy each others company, enjoy being outdoors, and enjoy playing with the ocean. That's the way I like it." — latitude 38



This is Mary Duffield, who lives aboard the "Aqua Alegre" in the harbor. To describe what she has done, and is going to do — take a group of "planetary citizens to Baja this Spring — simply requires another issue. We hope to get back to her soon.

SANTA CRUZ



Elaine Patterson

If you buy a Santa Cruz 27, the three women on these two pages are the ones responsible for the interior of your boat. This all started when Cynthia Hubbard — working with the router on the right hand page — wanted a SC 27 built with a slightly different interior so she could live aboard with her 5-year old son, Joaquin.

Cynthia's interior came out well and has been used on the boats since then. Cynthia's job is to cut out the wood components and then she gives them to Karen Trapp — who is hosing down the about-to-be-delivered SC 27 in the center photo. Karen has worked for Bill Lee off and on for about 5 years, and like Cynthia has raced on Merlin, with the Manzanillo Race, the Cal Cup, and the Big Boat Series to her credit. Karen originally started working selling the SC 27s at boat shows



WOMEN

Karen Trap



Cynthia Hubbard

around the country; San Leandro, Long Beach, Stamford, Conn., Annapolis and so forth.

When Karen gets the wooden cut-outs from Cynthia, she varnishes and seals them and passes them along to Elaine Patterson. Elaine says she is an "assembler". She bonds the interiors to the hulls, and does all of the assembly. Unlike Karen and Cynthia, Elaine does not care to sail all that much. She occasionally used to use the 'shop 27' that Bill Lee provided for the employees, but now she finds that after working on boats all day, she'd prefer to do something else.

Karen and Cynthia raced Cynthia's 27 in the Santa Cruz Nationals at Lake Tahoe last summer, and while things may not have been perfect — Cynthia fell overboard while the spinnaker was being set — they're into it more than ever.

— latitude 38

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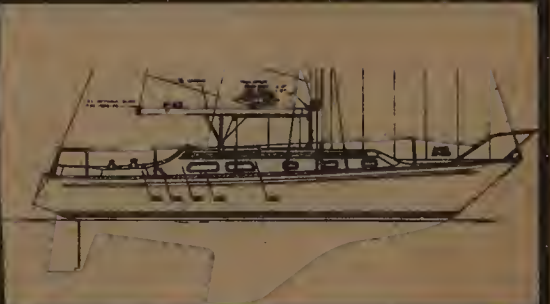
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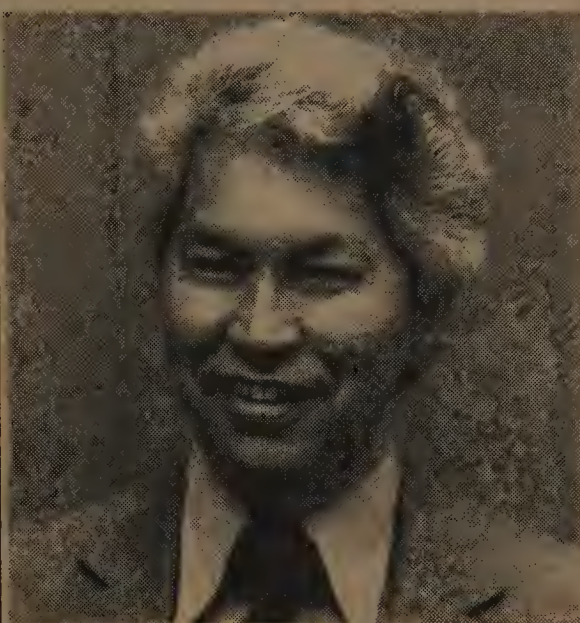
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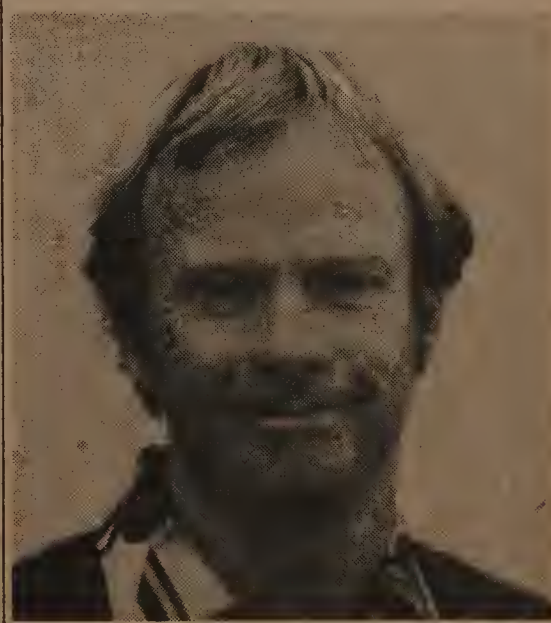
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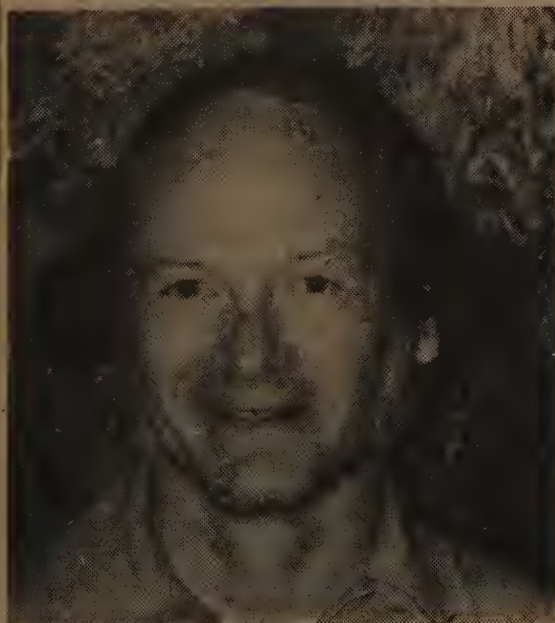
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Ranger 37

PHRF

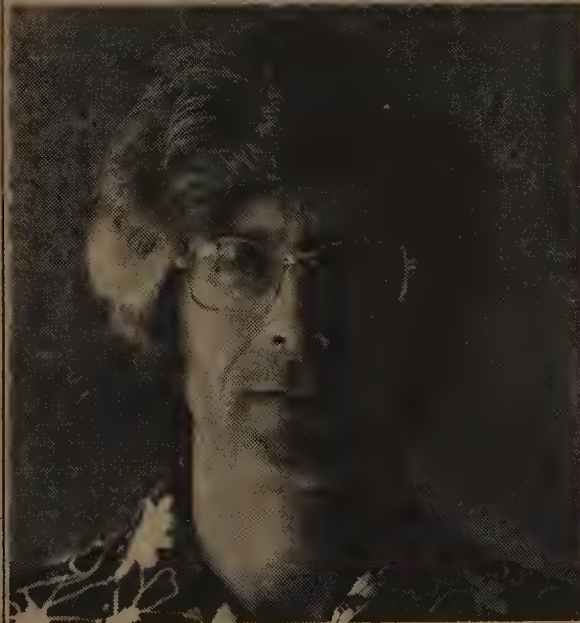
PHRF

DIVISION II



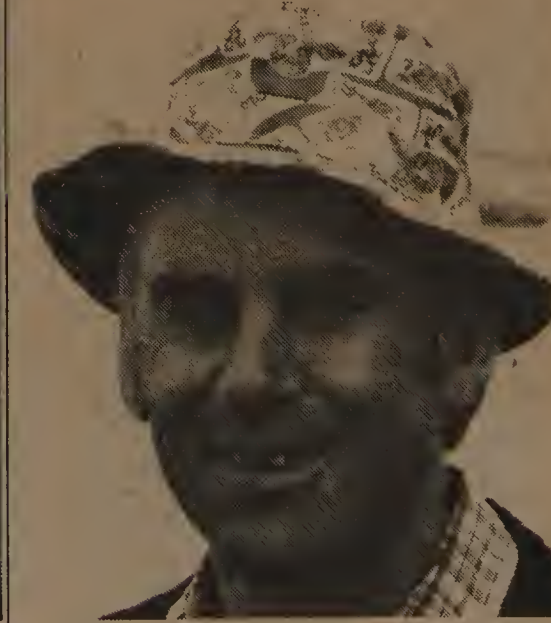
Bill Hempstead
The Rubaiyat

StFYC
Newport 30



Bob Sleeth
Rampage

IYC
Cal 2-30



Ray Sieker
Mist II

CPYC
Columbia 36

Ed Homer
Trollop

IYC
Morgan 33

Ulf Warner
Rapid Transit

IYC
Santana 30

Gerry Ryan
Snow Goose II

SFYC
Cal 3-30

Bob Sleeth
Rampage

IYC
Cal 2-30

Ralph Harding
Arranger

RYC
Ranger 29

Michael Lingsch
Odyssey

PHYC
Alberg 30

OYRA WINNERS

IOR

Let's see if we can't explain what it is that the people pictured on these two pages won. The one thing they all did was win ocean racing titles, because OYRA is the Offshore Yacht Racing Association. If you race in the ocean, you do it under the auspices of OYRA.

Within OYRA there are several different groups divided by what rating rule they want to race under.

The IOR races under the International Offshore Rule, and includes most of the local hot-shots. IOR has a Spring and a Fall Series, called the Danforth and the Gulf of Farallones, respectively. With IOR the boats are divided up into two divisions by size; therefore, there is a Division I and Division II winner in both the Danforth and Gulf of Farallones Series.

MORA, the Midget Ocean Racing Association — for boats under 31-ft. — also has a Spring and Fall Series, called the Pete Smith and the Golden Hinde Series. There are two winners in each of those series also, but that is not because they are divided by size, but by which rating system they want to use — either IOR or PHRF. (There are only 1st and 2nd places listed in Pete Smith IOR division, and only 1st in the Golden Hinde because there were not enough entries to warrant awarding place and show finishers.)

The third OYRA group is the PHRF group, which generally includes larger and older boats that are no longer competitive under the IOR. Last year they only had a Fall Series, which was called the George Gester Series. This group is divided up into two divisions by size also. Starting this year there will be a Spring Series for PHRF boats, the Hal Nelson Series.

Also new this year will be ASH, the singlehanders that will be racing in the ocean — details to come.

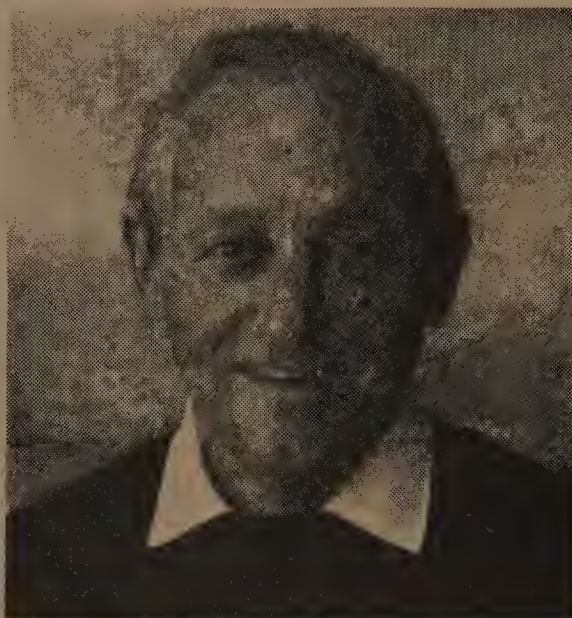
Got that? We hope so, it really is confusing until you get used to it — which is why we were still confused!

Congratulations to these champs, and good luck this year!
— latitude 38

DANFORTH SERIES

(SPRING SERIES)

DIVISION I



Dave Allen
Imp

SFYC
Holland Custom

Bill Erkelens
Lois Lane

StFYC
Wylie Custom

Chick Leson
Incredible

MYCO
Peterson 2T

DIVISION II



Louis Kruk
Sweet Okole

IYC
Farr 1T

Don Pearl
Ajax

StFYC
SC33

James Wagenheim
Mage Wind

StFYC
Peterson 34

GULF FARALLONES

(FALL SERIES)

DIVISION I



Bill Erkelens
Lois Lane

StFYC
Wylie Custom

L.W. Taylor
Racy

StFYC
Peterson 2T

Bob Nelson
The Entertainer

CPYC
C&C 38

DIVISION II



Jim Jacobitz
Oooh No!

StFYC
Peterson T/2

Louis Kruk
Sweet Okole

IYC
Farr 1T

Bill Semanek
Bodacious

IYC
CF 37

IORDA WINNERS

There are three ways you can race in the bay under the authority of the YRA, which is the Yacht Racing Association — of San Francisco Bay.

You can race in the HDA — Handicap Divisions Association, which is done primarily under the PHRF rule. We published photos of those winners two issues ago.

You can also race in the ODCA — One Designs Classes Association — assuming you have a boat that has an active class. This fleets race on a boat for boat basis. We will be printing the winners of these classes next month.

Finally you can race IORDA — IOR Divisions Association. These boats that race under the IOR are divided into five divisions to make racing manageable.

The champions of the 12-race championship series are pictured on this page — congratulations and may be all be beaten this year! — latitude 38

DIVISION A



Chick Leson
Incredible

MYCO
Peterson 2T

Dave Allen
Imp

SFYC
Holland

Fred Christie
Shillelagh

RYC
C&C 39

DIVISION B

NO PHOTO
AVAILABLE

Thom Gritzer
Sweet Okole

IYC
Farr 1T

Bob Klein
Amateur Hour

RYC
Santana 37

Sam Bonovich
Ce Ce Bon

BBYC
Yankee 38

DIVISION C



Roger Hall
Moonshadow

RYC
Wylie Custom

James Wagenheim
Mage Wind

StFYC
Peterson 34

Basil Twist
Stuff

StFYC
Chaser 33

DIVISION D



Jim Jacobitz
Oooh No!

StFYC
Peterson T/2

Gerry Wood
White Lightning

CYC
T/2

Doug MacDonald
Socerer

RYC
C&C T/2

DIVISION E



Paul Kaplan/Scott Lamson
Magic Bus

SFYC
Whiting T/4

Roger Eldrige
Sasquatch

SFYC
Mull T/4

Warren Sankey
Hippoposterous

StFYC
Custom

"A Buccaneer could not possibly beat a Hawkfarm."

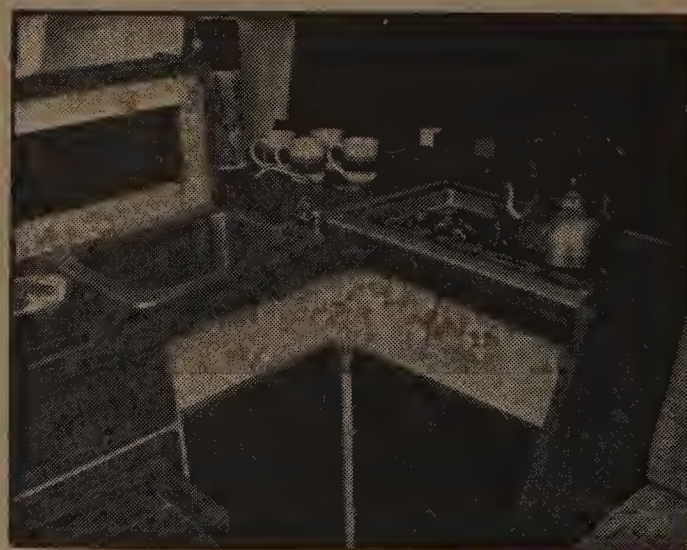
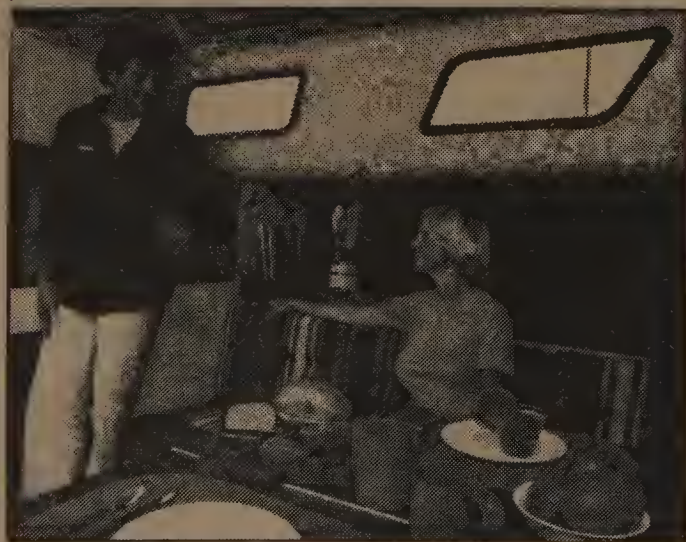
"... and you make yourself look very foolish telling such tales." Thus speaks the voice of experience. You know him, the "old salt" that can always be found on every dock, usually walking his dog. Well old fella, gaff rigs will *never* be coming back, fiberglass *is* here to stay, and a BUCCANEER *did* beat a Hawkfarm (results opposite).

Amazing as it may be, especially in view of their spacious cruising accommodations, the all new line of BUCCANEER performance cruisers (22', 25', 29', 33') must be seen (and sailed) to be believed.

So to all you "old salts" out there, I must inform you that BUCCANEERS are built by the largest manufacturer of fiberglass boats in the world, Bayliner Corporation, and they got that way by producing a product of consistent long term value and then backing it to the hilt — just ask any Buccaneer owner.

And to those of you who reach their own conclusions, I offer two quick hints. First, put your money on BUCCANEER while it's still an underdog, because it won't be for long. Second, come down and take a sail on the new BUCCANEERS yourself before *you* start sounding like an "old salt".

February 11, 1979	
Actual Order of Finish	Corrected Time
1st Peterson ½ Ton	1st Peterson ½ Ton
2nd Cal 33	2nd BUCCANEER 295*
3rd Cal 3-30	3rd Hawkfarm
4th International 101	4th Cal 3-30
5th BUCCANEER 295*	5th Cal 33
6th Hawkfarm	6th Columbia 30
7th Columbia 30	7th Cal 3-30
8th Cal 3-30	8th Pearson 10M
9th Pearson 10M	9th International 101
10th Custom	10th Custom
11th Islander 41'	11th Islander 41'
12th Islander 37'	12th Islander 37'

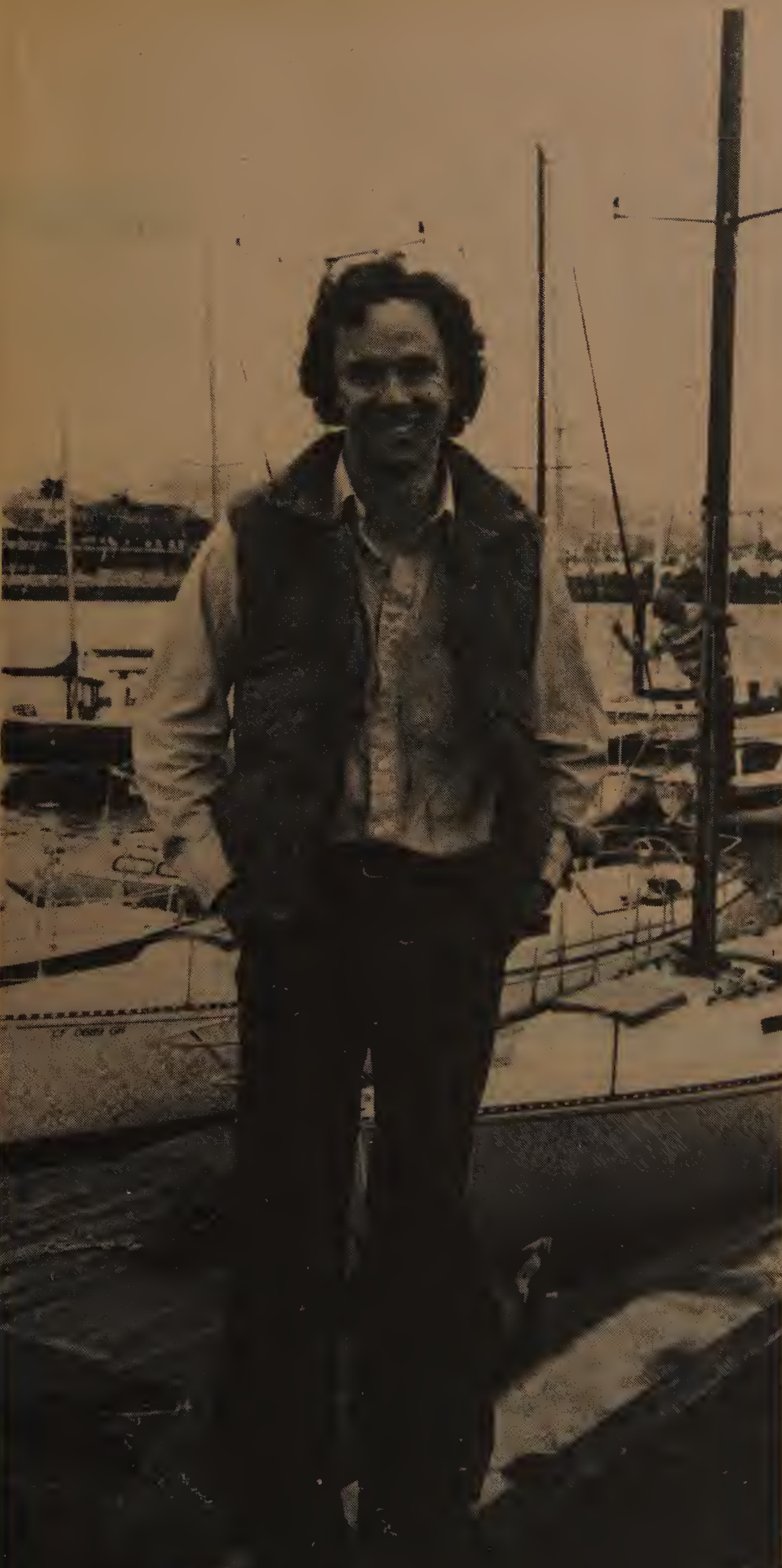


Buccaneer 295 — Performance Cruiser



2639 Blanding Avenue
Alameda, California 94501
Phone (415) 521-5900

LIGHT ADVICE

A black and white photograph of a man with dark, curly hair, wearing a light-colored shirt and a dark vest, standing on the deck of a boat. He is smiling and looking towards the camera. In the background, several sailboats are docked at a pier, with their masts and rigging visible against a light sky.

July 4th will mark the 203rd anniversary of the signing of the Declaration of Independence; more importantly it will also mark the 10th anniversary of 'ultra-light' boats. It was that weekend, 10 years ago that George Olson dropped "Grendel" in the water for a combination sea-trial and victory sail in the MORA Long Distance Race. During most of the ensuing years ultra-lights or 'lights' have been looked upon as a civic aberration peculiar to Santa Cruz, but occasionally a boat or two would stray from home to dazzle a fleet or two.

One year for example, a Moore 24 sailed to Hawaii and entered the Molokai-to-Honolulu Race. She won, averaging 9.5 knots and in so doing beat a Farr One Ton, a Peterson One Ton, a Newport 41, and a Morgan 54 — boat for boat!

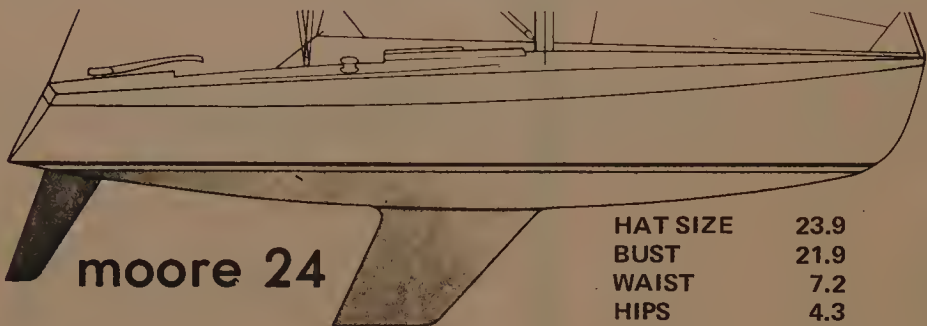
A few years back Schock became the first national and non-Santa Cruz manufacturer to do a production light. The Santana 20 was a big hit, and was followed by the Santana 525, and most recently the Santana 35. A bit over a year ago the traditional old farts in the northeast finally got in the act, producing a boat that while not ultra-light, is light and is sailed and performs in a manner similar to an ultra-light. That boat was the J-24 which has sold very well and is in fact now being produced in San Rafael.

Since lights have been exploding in popularity recently — both the Santana 525 and J-24 are breaking into one-design classes with big fleets — we thought it high time somebody explain how a light boat should be sailed differently from a more moderate displacement boat.

Because of his vast experience with a wide variety of boats we called on Chris Corlett for some pointers. Chris has been a very successful helmsman on the Two Tonner "Incredible", on the moderately light "Ooh No!", and with a Santana 20. Chris recently joined the sales staff at Mariner Square Yachts in Alameda and will be racing the first Santana 35 in the Danforth and Gulf of Farallones Series. The Santana 35 is being billed as a one-design ocean racer that can be comp-

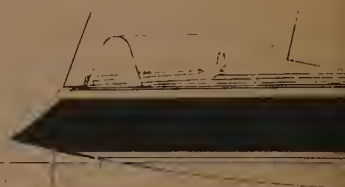
(Con't on Page 74)

LIGHT LINES



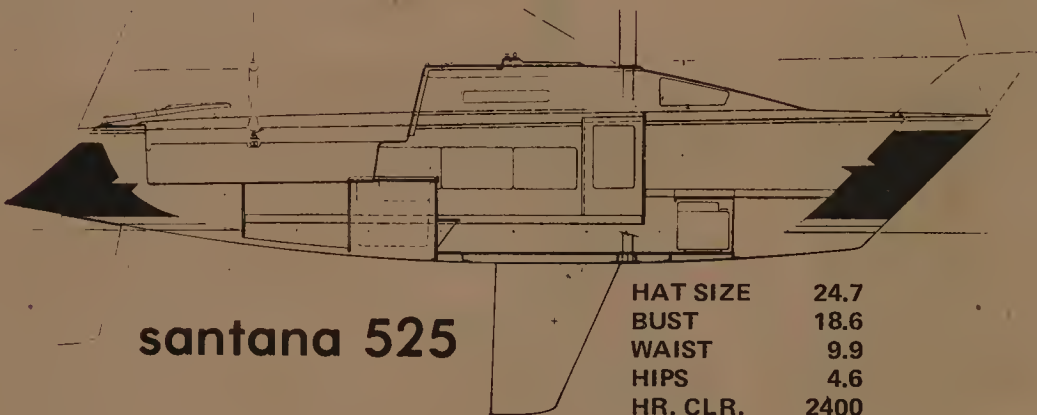
moore 24

HAT SIZE	23.9
BUST	21.9
WAIST	7.2
HIPS	4.3
HR. CLR.	2000



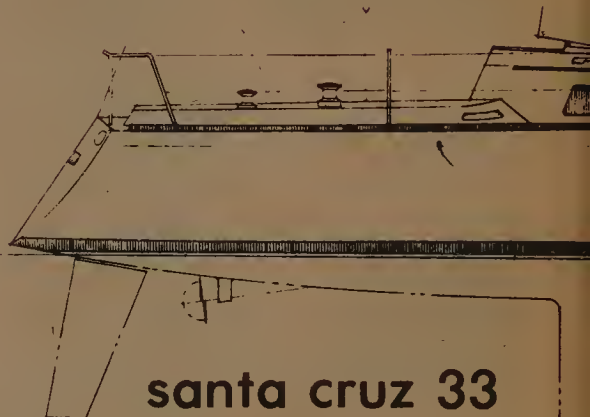
santana 20

Scale: 1-Pica = 1 Foot.

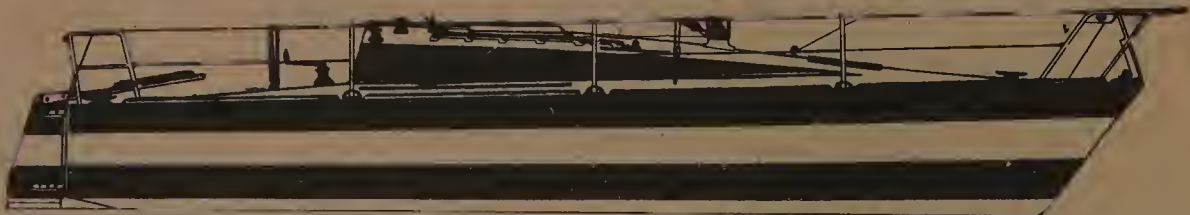


santana 525

HAT SIZE	24.7
BUST	18.6
WAIST	9.9
HIPS	4.6
HR. CLR.	2400

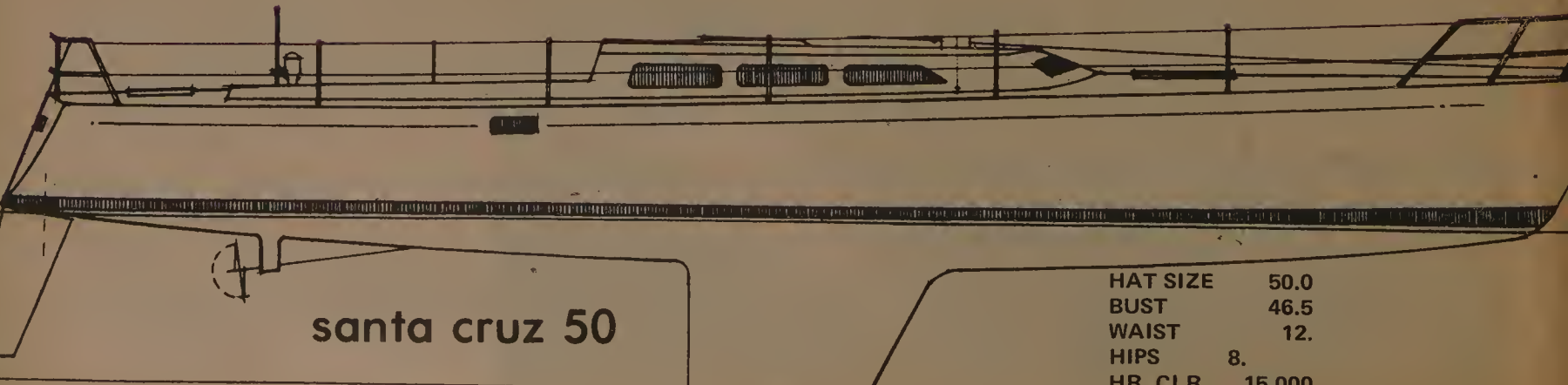


santa cruz 33



j-30

HAT SIZE	29.0
BUST	25
WAIST	11.2
HIPS	5
HR. CLR.	6700

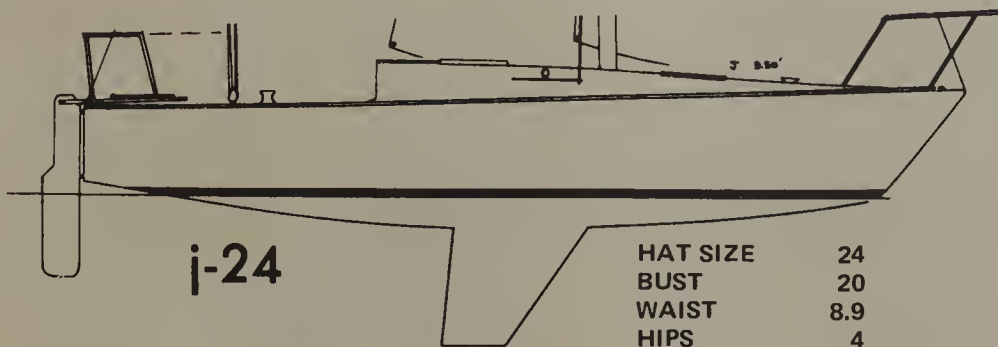


santa cruz 50

HAT SIZE	50.0
BUST	46.5
WAIST	12.
HIPS	8.
HR. CLR.	15,000



HAT SIZE 20.2
BUST 16.
WAIST 8.
HIPS 4.
HR. CLR. 1350

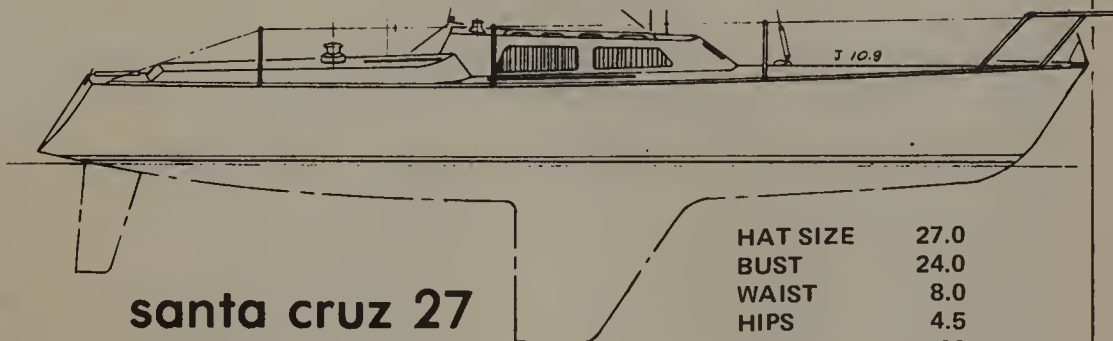


j-24

HAT SIZE 24
BUST 20
WAIST 8.9
HIPS 4
HR. CLR. 2700

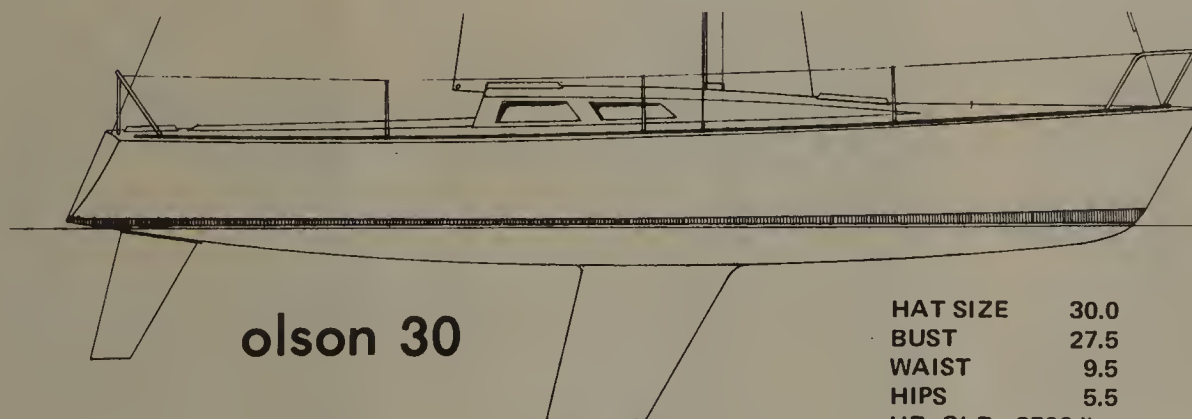


HAT SIZE 33
BUST 28
WAIST 10
HIPS 6
HR. CLR. 6400
No longer in production.



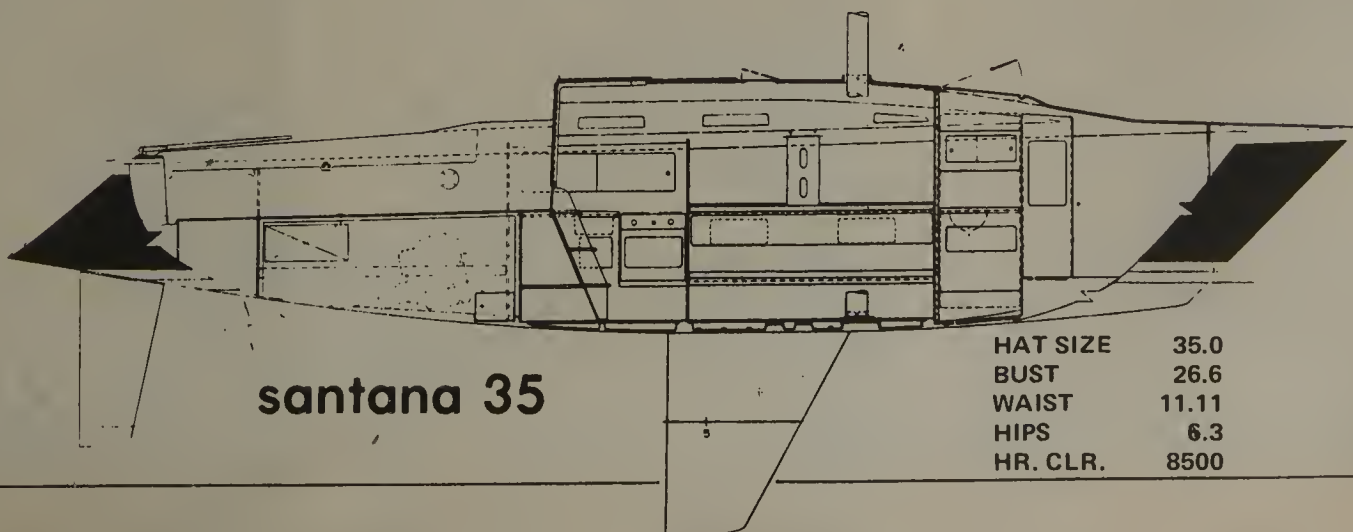
santa cruz 27

HAT SIZE 27.0
BUST 24.0
WAIST 8.0
HIPS 4.5
HR. CLR. 3000



olson 30

HAT SIZE 30.0
BUST 27.5
WAIST 9.5
HIPS 5.5
HR. CLR. 3500 lbs.



santana 35

HAT SIZE 35.0
BUST 26.6
WAIST 11.11
HIPS 6.3
HR. CLR. 8500

LIGHT ADVICE

etitive under the IOR. That's a big billing, and many sailors will be watching closely to see if Chris and the boat can pull it off.

Here's what Chris has to say about sailing light boats as opposed to more moderate displacement boats.

BASIC SAILING CHARACTERISTICS

"Light boats are easier to sail slow", is the way Chris puts it. He means that all the factors affecting performance must be "just right" or the boat won't come near achieving its sailing potential. A more moderate displacement boat can be sailed sloppier with less of an adverse affect on boat performance. Factors affecting performance include things like correct sail trim, right amount of sail area up, mast tuned well, proper weight distribution, tiller handling, and the like.

Lights are like dinghies, and this means they necessarily must be sailed flat.

Are lights easier or harder to sail? They are more difficult to sail in the sense that it takes more knowledge and skill to get the optimum results out of the boat. Physically they are easier to sail because the sail sail area is smaller, the rig is smaller, the winches smaller — everything is smaller and therefore generally easier to handle.

Lights also have the benefit that they rock and roll less while sailing. Because they are light they are able to transform gusts of wind into useful forward motion faster than heavier boats which are more sluggish and can't translate the energy into forward motion as rapidly. As a result the light boat will often burst out surfing while the heavier boat wallows with excess power that can't be used because of a restricting limit to its hull speed.

TO WEATHER IN LIGHT AIR

"Never pinch, always power" is the rule for all boats in light air. But for lights, which will both accelerate and stop instantly, it is particularly important. Because the boat is light it doesn't have the momentum of a heavier boat, so the

jib must always be kept full for power. If you pinch, you stop!

The normal weight distribution technique of trimming the bow down and to leeward holds true for lights, but again it is more crucial in the light boat because of their shape. Bows are fine and sterns are full and wide, since light air sailing is primarily a wetted-surface problem, you reduce the problem greatly by getting the bow, which is small, into the water, and getting the stern, which is big, out of the water.

TO WEATHER IN 15 KNOTS

A moderate displacement boat, an Ericson 27 for example, can be squeezed in this kind of a breeze. She'll have momentum to carry her through the puffs and can point higher. In a puff, it's profitable to pinch.

A light boat cannot be squeezed except in affection; the boat must keep getting the horsepower to keep moving. In 15 knots it will be necessary to flatten the main, and in puffs the traveller should be dropped to leeward, and if necessary the main will have to be 'dumped'. But the jib must be kept full!

As the wind has increased the crew should move up to the weather rail and aft. Lights usually get a good amount of form stability from their broad sections aft, and they must be kept in the water to be a stabilizing force.

TO WEATHER IN OVER 25 KNOTS

Sail area in these conditions is critical. A heavier boat can carry the same sail over a much wider range of wind than a light, because with their weight they are more forgiving and less sensitive.

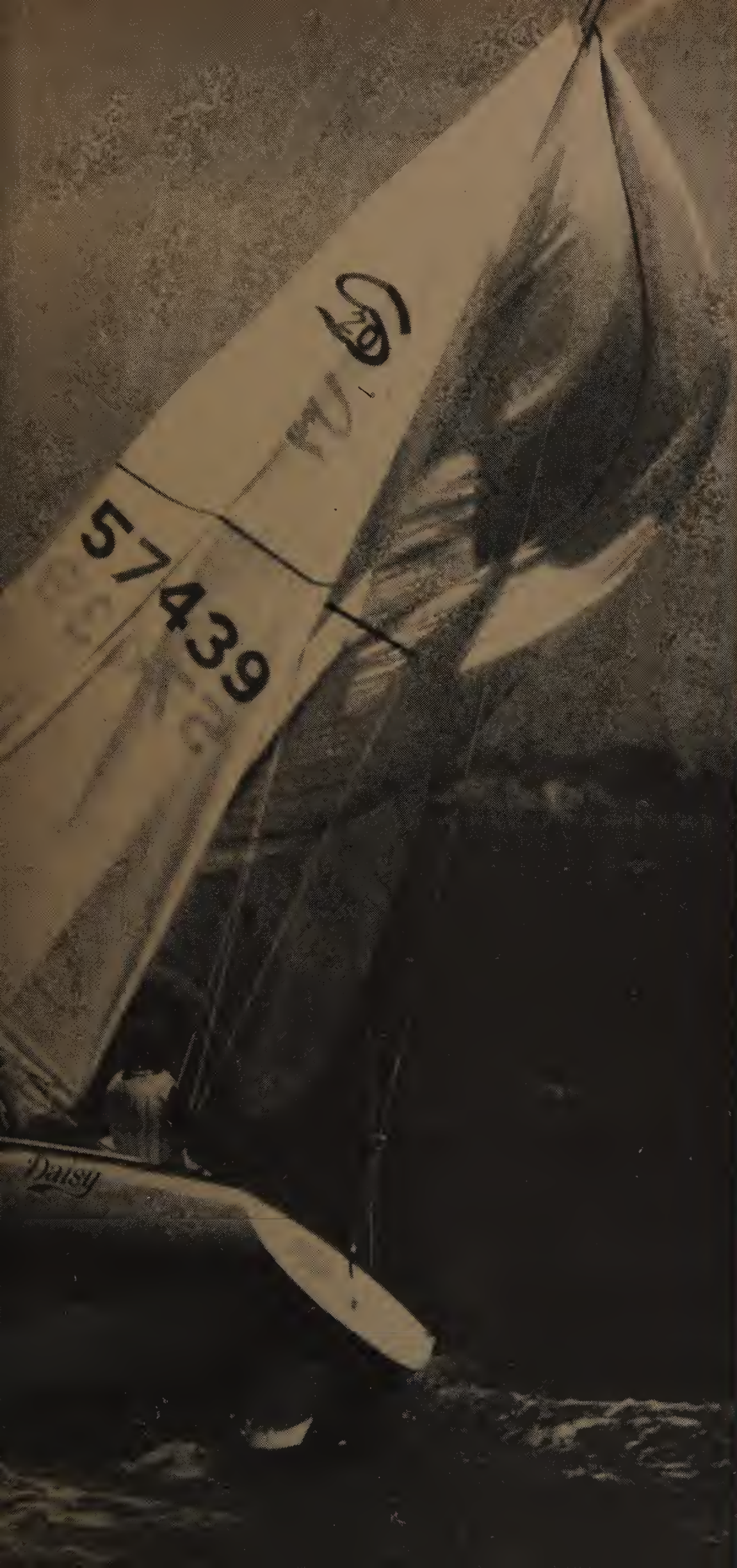
At 25 knots the light's main must effectively be depowered by whatever means are at hand. It is far, far better to have too little sail up at this point than too much sail up.

Like always, keep the jib full, but have a small enough jib up to keep the boat flat and the stabilizing stern in the water.

HANDLING THE CHOP

Heavier boats can hold a steadier





LIGHT ADVICE

course and plow through chop that light boats can't. In light boats it is necessary to steer every wave. The idea is to feather up the front of the chop, and then power off the back.

If you don't feather up the front the leeward forward quarter is likely to slap the chop, bounce the bow, and stop the boat dead.

Is there a difference in the ocean, Chris? "Yes, you don't have to steer as fast in waves as in chop."

REACH WITH THE STARS

Reaching is the point of sail where a light can really shine. Heavier boats quickly achieve their hull speeds and are confined at that speed. A light reaches its hull speed and then begins to surf, slide, plane or whatever you wish to call it. Light boats aren't restricted to their theoretical 'displacement' hull speed.

Again, it's the wide stern of the light that is important. It gives the boat stability on a reach allowing the boat to carry proportionately more sail area. With more sail it is even easier for the boat to surf. Like on a dinghy, the 'firm' stern also has a tendency to 'straighten' the boat out on its course.

CATCHING WAVES

Whenever you're off the wind, try and drive off and catch the waves. In a heavier boat you would use the same general technique, falling off in puffs and heading up in lulls, but you wouldn't get the same radical change in acceleration.

Suppose you're coming back to the Gate on a power reach from the Light Bucket. When a wave lifts the stern, power off with the wave, thus keeping the boat flat, starting it surfing, and taking valuable distance to leeward. The extra burst of 3 or 4 knots in speed is well worth driving 10 or even 15 degrees off course. When you get a lull, head back up on course, which will increase your speed, and then power off surfing with the next wave. It will be a scalloped course, but it will be a fast one.

SURF IN CHOP OR LIGHT AIR

In moderate and heavier conditions all

LIGHT ADVICE

you need to do is align the boat up square with the wave and it will take off. In marginal chop and wind conditions you can help things along by reaching up and increasing your speed just before the wave lifts your stern. This brief increase in speed hopefully will put you over the 'threshold' when you steer the boat off in an attempt to catch the wave. If you catch it, ride it for all it's worth.

DOWNWIND IN LIGHT AIR

Lights sailing downwind in light airs have the same kind of problems they do sailing upwind in light airs — a low wetted-surface to sail area ratio. It may be necessary to reach the boat up a little to maintain power and speed. Like going upwind, get the bow down and the stern out of the water.

Be particularly aware of windshifts while sailing downwind since most skipers ignore them. They are as important as windshifts going to weather and just as you tack with the right windshift going upwind, be ready to jibe with a windshift going downwind.

'Tacking' downwind may be necessary in certain light conditions; frequently it is better than heading dead downwind.

DOWNWIND IN HEAVIER AIR

In stronger winds moderate displacement boats begin to have control problems because of their pinched sterns. In a light boat you can swing by the lee a bit and generally sail straight with the waves.

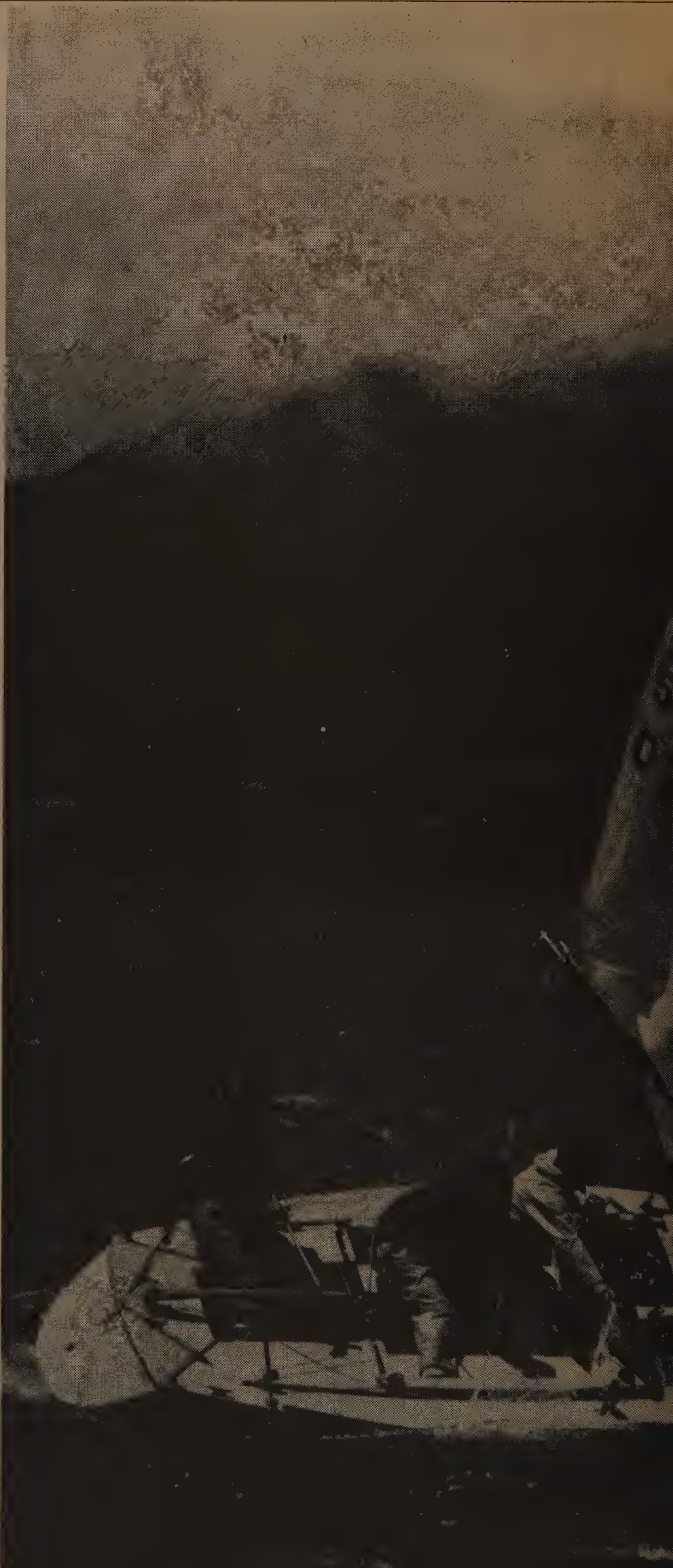
Crew weight should be moved aft, preferably to the stern pulpit to help with control. All boats will submarine when they get moving, but light boats with crew weight forward are especially prone to plowing into the wave in front of them.

ANY QUESTIONS

Kitty, who is Chris' boss, asked the following one: When you are planing downwind and it's time to jibe, what do you do when the rudder comes out of the water because the foredeckman has pushed the bow under?

"That is a problem", Chris replied with extended laughter. While he didn't

PHOTO BY DIANE BEESTON





LIGHT ADVICE

have a specific answer for control with the rudder out of the water he did have this advice for jibing under planing conditions. "The solution is to make the jibe while the boat is surfing down a wave, the boat is the most stable, there is the least loads on the sheets and pole — when you're going the fastest is the time to jibe. If you do it when you've stopped planing the loads have all built back up and you have to fight that much harder to get it done right. Speed is important; have that sucker on the bow bring that pole across fast and then get the main across before you have stopped surfing and the forces suddenly build back up."

An alternative that Chris suggested was to wait for a lull in the wind before jibing, but this he observes works only about one time in a thousand.

Working on jibes is important as it requires perfect teamwork between the helmsman, the foredeck and the string pullers. If you're not organized it will result in a "shit sandwich", something worth avoiding.

Good places to practise jibing are the Estuary, calm parts of the south bay, and the Richmond Channel.

WHAT TO DO WHEN YOUR'RE GOING TO FAST

Don't freak out, because at 12 knots a slight change in the tiller will have a much greater affect than when doing 6 knots.

"If you have control problems, the nose diving, or the crew just can't handle things, put up a smaller chute, or pole a jib out, it won't make your penis any smaller. If you crash you will go slower in the long run, even if you were bursting to higher speeds between crashes. It's good to sail aggressively, but not to the point where you're out of control."

If you start to roll badly, Chris advises that you hold the tiller in the center and try not to move it, as steering the rolls will accelerate them. If you get rolling too badly reach up for a minute to calm the situation.

NO MISTAKES

Now that Chris has given you all the answers, please don't make any mistakes!

The Last Voyage of the Idalia

(PART II)

by Janet (Mosure) Tompkins

June, 1954

Again we turned to kite making. Since no freighters or planes came by, our radio seemed to be our only hope of contacting the outside world. Skip made some kites that almost flew. We would watch them rise about 20 feet and then plunge into the sea. We tried launching them at the bow. On top of the cabins, and at the stern hoping to escape the wind currents passing over the ship which were pulling them down. Three hundred feet of aerial had to be raised before our signal would carry any distance. We watched the albatross soar through the air, seldom fluttering a wind, yet none of our kites would fly.

Then, the skipper had an idea. If we could get away from the ship and the unfavorable air currents, perhaps we could get a kite up. He suggested that two of us could paddle off in the balsa life raft at the end of a long rope and try the kite from there. Ben was skeptical but I thought anything was worth a try in our predicament. The men unfastened the lines on the cabin and launched the life raft. The skipper and I boarded it. He used a very old, slender paddle which looked like a stick. I had an authentic stick to paddle with, and with this means of locomotion, we didn't get far.

While Skip and Frank were looking for more line to give us, I turned and glanced at the hull of the Idalia. Immediately I was struck with horror. All the bright paint had washed away. Some of the boards were sprung at angles to each other. There were gaps everywhere. I didn't see how she could float another minute.

More line was found and we started beating the swells again, fighting with our little sticks to get out of the lee of the ship.

The skipper raised his paddle and called my attention to something in the water. A big shark was trailing us! I had never been that close to the devils before nor so near to complete panic. I was trembling so much that I dropped the kite tail in the water and had to cling to the life raft for fear of falling off.

The kite rose a minute — then fell.

They pulled me up on deck where I sat awhile, still stunned with fear, while the others bustled about securing the raft to the boat. The sharks were thick now. They surfed in on every wave, their big fins flying and their ugly heads pointing straight at us. It was a horrible, yet fascinating pastime to watch the sharks come in. They circled us. They seemed to know we

were sinking.

"There's your freighter!" Ben shouted suddenly, and we all jumped up to see what he was pointing at. There against the horizon, was a beautiful ship, its white hull gleaming in the afternoon sun and smoke trailing from its single stack.

"We'll eat steak tonight!" the skipper yelled and ran for his flare gun. Gary and Ron signaled with the mirrors and Skip climbed the jagged mainmast and waved a white towel. The rest of us jumped around on top of the cabins waving pieces of sheet excitedly.

"She's signalling!" Ron exclaimed, as a clot of black smoke was released from the smokestack. Then, to our anxious, imploring eyes, the ship seemed to stop and turn. The captain told us to start getting our things together. But, instead of getting closer, the white ship seemed to be getting further away. At first we couldn't believe it, but soon there was no mistaking — the ship was growing smaller and smaller, steaming for the mainland.

The skipper shot off more flares. There was still a chance to attract them. Gary made a few last frantic signals with the mirror and we watched with stricken, helpless faces, the ship pass over the horizon, its puff of smoke disappearing soon after.

Then, someone said what none of us dared even think before:

"They didn't see us."

Below, Ellen, recovering from a fever, was crying in her bunk.

Fred and Skip kindled my fire, and I cooked a big pot of soup — a can of corn, a can of carrots, four onions, and a bucket of green, filthy water.

Dinner was quiet that night. Once in a while someone would cuss or compare the soup with what we might have eaten, but no one felt like saying very much that night.

We shot a few flares at nightfall with the impossible hope that the white freighter wouldn't be too far away to see them. But no ship came. Again we were alone in a vast, hostile ocean. All around us in the dark water the sharks were waiting.

The next day was Monday and more trouble. The life raft had rammed us all through the night, besides the regular beating we took from the waves. The captain decided to lash it tight to

The men cut the cables and lines and pushed the debris overboard.



THE LAST VOYAGE



At dawn the last stay snapped and the great mainmast fell . . .

the side of the boat. Ben warned that the rope would chafe and break that way, that it should have plenty of slack. He thought it would be best to let the life raft trail behind. That commenced another argument ending with the old "I am the captain" story we had heard so many times and the life raft being lashed tight against the boat. It wasn't very much later that we noticed with horror our life raft drifting far astern. The sharks prevented any swimmer from retrieving it and there was no way of turning the ship about and going after it. Our only means of escape was lost. "Isn't that a pistol?" said Ron, (for that was his favorite expression). "That jackass can't do anything right," muttered Ben. "All he does is blunder," Ellen remarked. "If it weren't so tragic it would be funny." We were all so disgusted it seemed to cover up our fear a little. At least it was relieving to know that now there was absolutely nothing left the skipper could do to make our situation any worse.

Now we found ourselves on a sinking ship with no life raft. It wouldn't be long before the bilge was uncontrollable. And when the bilge came up as high as the fantail, we would sink within a matter of minutes.

VIII

The skipper said he would trade the *Idalia* for a hamburger sandwich. If she were ours, we would have traded her for the relish on it.

To the nine sea-weary people aboard the *Idalia*, life had become a study in survival. At night, seven of us would troop to our respective watches and sit on the wet deck staring into the darkness for ship lights. The spray splashed us continually, sometimes a small rain cloud would drench us, and the sea winds were chilly. Many times we were sure we saw a light or heard an airplane motor. We would awaken the captain who would shoot off a few flares only to find that it was a reflection of the moon or a low star, or the wind blowing in our ears.

The last days of the *Idalia* were more terrible than any before had been. We were no longer afraid of swinging booms and falling masts, but the undercurrent of hatred was growing more intense and we feared a dubious future. Nine of us shared a 75-foot derelict, an almost empty bag of rice and a common fate. Yet each reacted in his own way.

Ron was completely confident we'd be rescued one day soon. He had been a used car salesman in Honolulu for a year before his stomach operation and had boarded the *Idalia* because he thought the rest and fresh air would be just what he needed to recuperate from his long stay in the hospital. (Some of the rest of us suspected that he might have sought out the old schooner for an alcoholic cure). Now Ron's red-head skin was blistered from the sun, and he was many pounds lighter than the day we left port. And he was very angry, swore he'd sue the skipper the minute he set foot on U.S. soil. The skipper had gloated all the way that we could do nothing to him — that he had been smart enough to sail without an auxiliary motor and the Coast Guard had no jurisdiction over an all-sail vessel. Ron insisted somehow he'd get what was coming to him, and he would do all he could to speed the day.

Ellen, his wife, had had a serious automobile accident some years before and couldn't take the hardships as well as the rest of us. She was getting very thin, and her pretty face was pale. She kept a diary of the trip, recording faithfully all the fantastic

events of each day. She too was resentful, but much less optimistic than her husband.

Ben was a true adventurer. He had been wandering about the Orient for the past few years as an itinerant linotype operator. He had ended up in Honolulu, broke, with an inclination to go back to New England and get married. A friend in the Coast Guard had warned him the Idalia was unseaworthy, but he decided to go anyway. He had been on a three-masted whaling schooner off the coast of Cape Cod at one time and knew something about sailing and a little navigation. He was both amazed and disgusted that the captain of the Idalia knew less about sailing a ship than he did. He was tall and lanky and we nicknamed him "rubberlegs" the first day out because he had such a terrible time keeping his balance on the rocking Idalia. He never did fall overboard as we expected him to. He was the fatalist of our party. We would do all we could to keep the ship afloat, then if it sank, it sank. If we were rescued, so much the better. There was no sense worrying about it. He was strangely comforted by the fact that if he were to drown, that " — — — — Jackass" would go right down with him.

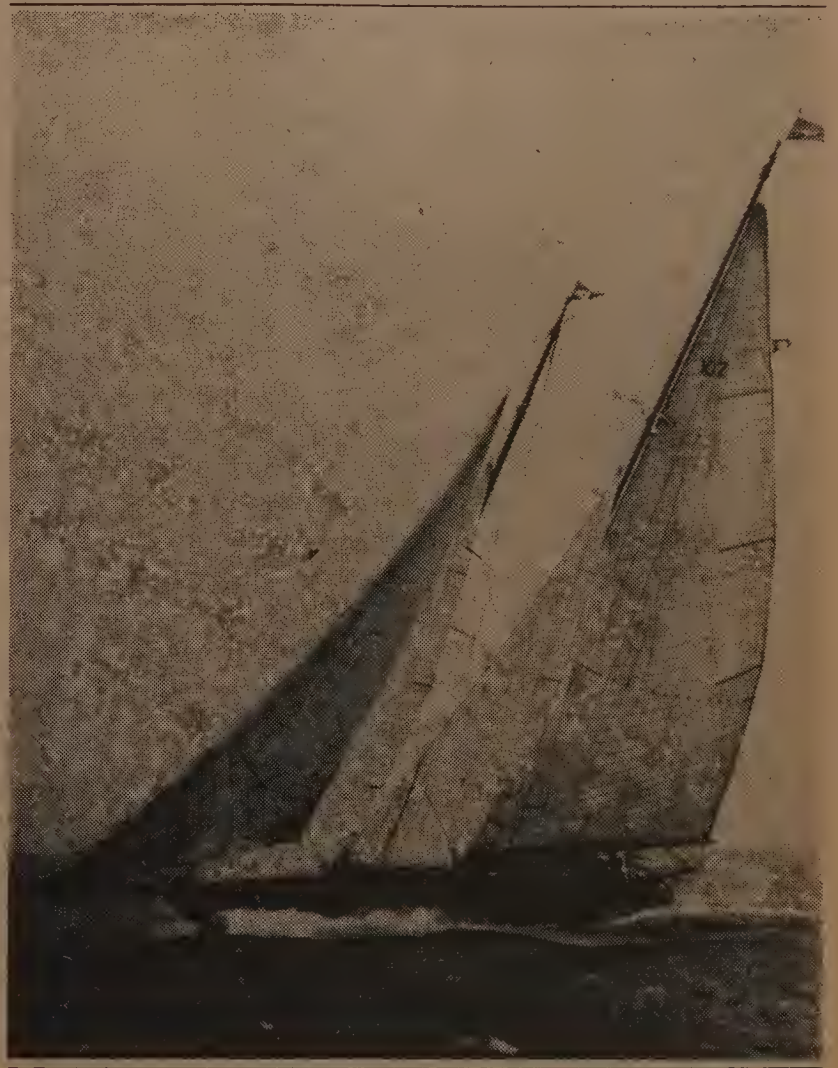
Skip was from Honolulu, a wiry youth of Spanish descent. He was our first mate until the skipper got mad at him and made Ben first mate. Then the skipper got mad at Ben and Skip was first mate again. At this precarious point in the journey, we had completely lost track. Skip, a messman on a freighter by trade, had wanted to try yachting and had worked aboard the Idalia two months before she sailed to earn his passage to the mainland and back. You could tell Skip was scared. He refused to talk about anything but rescue and would become furious when anyone would say something the least bit dangerous. He kept a Bible on the ledge by his bunk.

Fred boarded the Idalia on the same basis as Skip. He was almost pure Hawaiian from the Kona Coast of the Island of Hawaii. Oddly enough though, he couldn't swim and was terrified of water. Fred was big and powerful. Everyone else panted over the bilge pump, but Fred pumped with amazing one-handed ease and looked at the fish in the water all the time. He always seemed to get more water out of the pump than anyone else could. I don't know what he was thinking. He rarely said anything, and his few words were directed to Skip or Gary.

Gary was a wonderful little boy. Sometimes his sassiness would tempt us to toss him overboard, but usually his presence on deck was pleasant to us. He had promised himself at the pier that he wouldn't wash his face or neck until the voyage was over. He might as well have included his hands and arms too, because they never touched water either, except for the unsoaped salt water he washed the dishes in. We tried bribery and threats and Skip teased him about the "big black birthmark" on his neck, but still he wouldn't bathe. When the soap fell in the bilge, and we got almost as grimey as he was, it didn't bother us so much anymore.

Even in our days of distress, Gary was predominately cheerful. He still had long conversations with the cats and every once in a while, would pinch Goldie's tail and ask her if she had sighted any enemy ships.

Gary's father was a Navy man and had thought it would be a wonderful experience for the boy to cross the Pacific in a schooner. The rest of the family were moving to the mainland later. Mr. Denton was the chief of a fleet of Navy tugboats and



Idalia, in all her glory.

THE LAST VOYAGE

Gary felt somehow his father would find him or would send the Coast Guard out searching for us. The rest of us didn't have such trust.

One evening we found Gary kneeling at the bow telling God all about our terrible situation: He told Him he would make no rash promises to be good, because that wouldn't fool either of them. But, he would try to be better if only God would send us help. Life without butter-fingers was unbearable, and he was sure God would understand. And if he had any choice in the matter, he'd like to suggest He send a Navy MSTS freighter for the rescue ship because they had such wonderful food.

It was a strange prayer for a god to hear. But, if the prayer of a shiny child in Sunday School is heard, surely God was listening to the words of a frightened little boy with a dirty face and pitch black neck, kneeling on the deck of a battered schooner somewhere in the Pacific Ocean.

IX

As for me, I was scared — completely scared. There is nothing courageous about me. I couldn't erase the images of a shark so close and a broken hull from my mind. I never wanted to get in another life raft, especially a make-shift one the skipper was thinking about fashioning out of some boards and our water tanks. I had lost confidence in all people and all things. When the ship went down, I didn't think there was much hope for us. Every evening before I went to bed, I would say to Ben "We won't sink tonight, will we?". I wondered how much longer the answer would be "No". As soon as it was daylight I would open my eyes every few minutes to see how high the bilge was. My gauge was the door above the steps leading down into the master cabin. When the bilge was above the first slat in the door I was really worried. But, after a day of pumping, it would be just below the door and I would be relieved a little. The last two days, I helped the men pump the bilges. It was not a job for the weaker sex, but keeping the boat afloat became an obsession with me. I would have pumped all day by myself, if I could, rather than let it sink.

Addie was another silent one. She still enjoyed her horizontal status on deck as the captain's wife even though his ship was a sinking derelict that couldn't stay afloat much longer. She complained of a kidney ailment, and so helped herself to the cans of distilled water in the life raft.

A most disturbing puzzle to us was the behavior of our skipper. It was Bob Christy's scintillating pier-7 personality which had caused us to ignore the warning signs which we had to admit were evident long before the *Idalia* stumbled away from the Island. Once at sea the personality failed us, as did the ship herself. For several days we just couldn't completely accept the change in Bob nor in the idol he had created for us. Now in the schooner's death throes, the skipper was a pathetic figure — a noisy little tyrant who had no more command over his ship and crew than the mahi-mahi swimming around the hull. He had thought that all there was to being a captain of a ship was to own one. It was clearly not his calling, and the more flustered and scared he became, the worse his temper grew. I think he was as frightened as I was. His disposition had never been worse. He would look for petty little things amiss just so he could pick at us, and he felt it necessary to guard his revolting little pile of food. The absolute limit of his foolishness

was when he discovered the penicillin missing. When anything of ours, disappeared we always figured it fell in the bilge and that was usually what had happened. But not so with the penicillin. Some greedy person had stolen it, he was sure of that. It was in crystal form for use in a hypodermic syringe and wouldn't have made very good eating. But, nevertheless, we had definitely "stolen it". We had to laugh when he hid the sulfa tablets.

He was so irritating, on the morning of the 25th day, I estimated it wouldn't be more than two days until we awoke to find that our captain had disappeared over the side during the night. We had already made a pact that if something should happen to our captain, none of us would know a thing about it.

X

Our 26th day at sea dawned bright and calm. That morning we ate the last of our rice. From then on, it was to be one meal a day of thin soup. Even though it was my last, I wasn't any more fond of this plate of rice than all the others before it, and gagged on it anyway.

We pumped bilges all that day and were visited by several sea gulls. We hoped this meant a ship nearby, as gulls are famous for trailing ships. Even Ben was optimistic. The skipper bet Gary a butter-finger we'd be rescued before midnight.

The bilge water was below the first slat in the door. Ben said we wouldn't sink that night.

Just a few minutes before 10 o'clock (Honolulu time) Gary who was on watch saw a light astern. The skipper thought it was another low star at first, but shot off two flares anyway. We clambered out of the cabin just in time to see a searchlight flash on.

"It's a ship!" exclaimed Ron hysterically. "For God's sake, shoot off some more flares." "I already did, and it's none of your business!" was the angry retort.

Skip went up and lit some deck flares, even set the deck on fire momentarily with embers from my cookstove.

Red and green running lights had replaced the single white light we had seen. Our rescue ship was coming!

Gary was standing with the skipper when I climbed out of the cockpit. "Thanks a lot for seeing that freighter, Gary", I said. "I kind of wanted to get rescued tonight."

"Oh, it wasn't anything," replied Gary modestly.

"Yes," snapped the skipper. "It's because Gary keeps his eyes open while he's on watch."

I glared with fury at the little man. I was really angry now.

We had been packed since the white freighter had taken us by surprise and our suitcases were piled in the cockpit ready to be loaded in the life boat which was motoring toward us. Addie was in the cabin pulling all the wash rags, dish towels and clothes out of the cupboards and drawers. They hadn't begun to pack.

The skipper was standing beside the cockpit gobbling up a can of roast beef. He and Ben were arguing loudly over something. "Arguments to the end," I said disgustedly. "I'll be glad when I don't have to hear them anymore." I was told to get down and help Addie pack. That was one order I flatly disobeyed.

"Cut down that sail!" Ben shouted to Fred. The captain raged and forbade anyone to touch the sail.

The big ship was gliding in close to us. The bow looked huge

to eyes so accustomed to staring at blank horizons. It seemed higher than any mountain we had ever seen. Across the top, the name "LT. WILLIAM GREGG" stood out — an MSTS freighter, just as Gary had wanted.

The huge ship was coming very close — much too close. Then we realized what was happening. We had just then picked up a gust of wind and were sailing directly across the path of the freighter. We braced ourselves against the cabin waiting for the impact. If they hit us, there would be no rescue that night.

Just in time the freighter halted and started slowly moving backward. "That maniac will surely think of some last minute way to kill us all," I thought as my fingers slackened on the cabin rail. Ellen, who was standing a few minutes before, had dropped to a limp sitting position in the cockpit.

"Chop down that sail!" called a stern voice from the lifeboat. "Chop down that sail!" mimicked Captain Christy, but Skip and Fred had already started to do it. The little tyrant was raging and shouting orders he knew would be his last. His 75-foot kingdom which he had ruled with threats and bad temper would soon be abandoned.

XI

For 26 days the captain had kept us all terrorized on that tiny hulk, but now we could finally escape. Once we stepped into that lifeboat we would never have to take another order from him.

The suitcases were floated across on a line to the lifeboat. Everyone was nervous and angry. It must have been a strange sight to the lifeboat crew who had expected to be greeted with happy smiles and joyous, relieved faces. Instead they found angry expressions and everyone hotly squabbling. Even the cats, stuffed in a bag for the rescue, were clawing and snarling at each other.

"What do you want to do with your ship?" the voice from the lifeboat shouted.

"Sink it!" yelled the skipper.

"Open the seacocks then," the voice commanded.

The skipper looked around helplessly, then opened the valve to the toilet.

We donned our old, tattered life jackets and word came that we were to reach the lifeboat through the water on a line, the same as our suitcases. Would this nightmare never end? For days we had been staring the sharks in the teeth.

"I can't go through that water," Ellen cried. Just then the floodlights revealed the dark shadows in the water. The ocean was alive with them. The lifeboat was instructed to come right in for us despite the heavy swells. It was a very hazardous and difficult feat, but at least less dangerous than playing with sharks.

One by one we jumped to safety. The skipper had no regrets as he left the Idalia. In fact, he was so eager, he leaped into the lifeboat ahead of Ben. Ben Harris was the last one to leave the ship.

I turned back and took a last look at the ruined hull of the Idalia. But this time I wasn't going back. Soon the sea would fill her cabins and her scrap-iron keel would pull her to the bottom — a fitting end to a long career of bad behavior.

It was then that the happy faces appeared. We were speeding toward the USNS LT. WILLIAM GREGG. We circled twice

before we could get into a position to board the Gregg. Someone said, "Women and children first". Up jumped our captain and ran right up the jacob's ladder. When I reached the deck, I saw him there, hurriedly explaining that we had been adrift 12 days and the crew was mad at him. Actually it was 10 days.

The freighter was so still after the rolling Idalia that we couldn't walk properly. We must have been a curious assembly. Eight filthy, ragged, happy people were staggering around laughing, embracing each other and kissing the deck. I say eight of us, because the skipper had already run into the Officer's Mess.

We feasted on milk, toast, ice cold water, bacon and eggs. The curious crew of the Gregg gathered about wanting to know what we had been doing in the middle of the ocean, what terrible storm had wrecked us. "No storm," we replied, "A few strong winds, some heavy swells, but no storms at all, not even a decent squall." Then we unfolded our story of 26 days of hell — of rotten sails and snapping cables and a captain who wouldn't get out of bed to save his masts.

The skipper was quiet now, and WE were talking. He glanced at us from the other side of the room and knew what we were saying. He didn't like it, but there was no way to stop us. He couldn't tell us to shut up now.

After a hot shower we climbed into dry, clean bunks. We could hear no bilge sloshing or waves pounding the hull — only the quiet rustling of the sea as the Gregg steamed full speed ahead for San Francisco.

The next morning we startled each other with our cleanliness and decent clothes. Gary's neck was a glaring white. The cats, Goldie and Spotty, found heaping bowls of tunafish waiting for them beside the galley door.

Then they told us just how perilous our situation had really been and congratulated us on being alive. The authorities had estimated that the Idalia had barely four days left afloat even in smooth seas. After 26 days of aimless wandering, we were 225 miles from Honolulu, drifting toward the shoals north of Oahu. We were far off the shipping lanes and in the last place the Coast Guard would think of looking for us, and if the Gregg hadn't been off course to avoid unfavorable winds, we would never have been found. It was a miracle!

Another thing we learned: the skipper, for all his faulty navigation and bad seamanship, knew the sea laws well. At this date in 1954 there are no laws governing a sail boat under 700 tons without an auxiliary motor. Even though the Coast Guard knew when we sailed out of Honolulu Harbor that we might be going to a watery grave, they were powerless to stop us. The lawless Idalia could go and come as she pleased.

Tomorrow, some fast-talking fool who thinks he can sail, can load his boat with people and take them to their deaths. It is perfectly legal so long as he is clever enough to take the auxiliary motor out of the boat. I hope they are as lucky as we were, or luckier. I'd hate to wish my experience on anyone.

THE END

This was not to be Janet Mosure's last unusual experience on the sea. She later married Commodore Tompkins and the two of them operated a charter vessel in the Caribbean — briefly. If you think that would be the life, wait for the next issue of "38".

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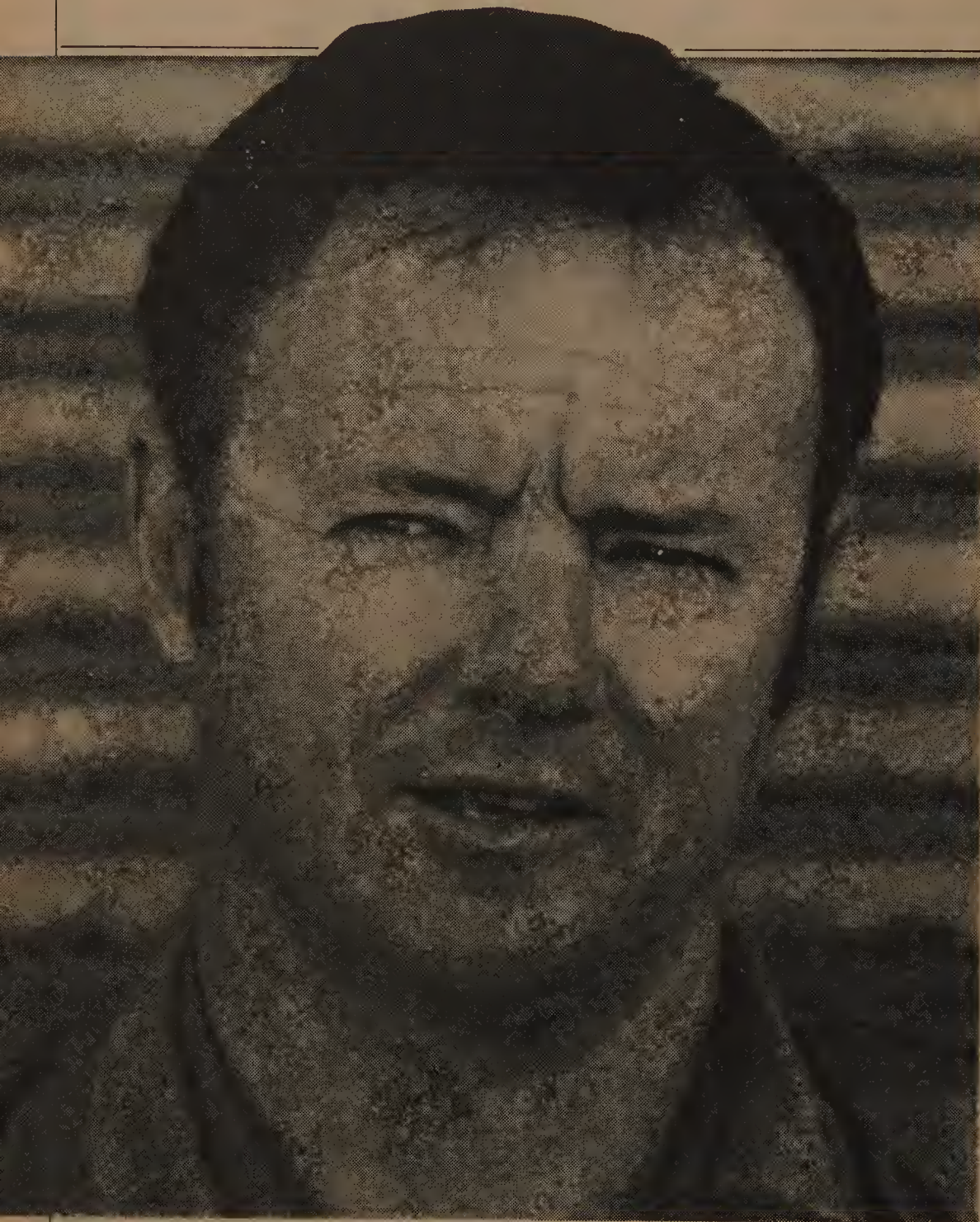
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Rich Hackett — "Nicest guy you'd ever want to meet."

'Extremely organized, aggressive, thrives on pressure, nicest guy you'd ever want to meet.' Sound like a skipper you'd enjoy racing with? If so just locate one Richard Hackett of Coyote Point YC who has just added to his long list of success stories by becoming the first local skipper to earn a spot in the Congressional Cup. Hackett and his Coyote Point crew won that spot by winning the northern California sailoffs in January with a 4 - 0 record.

Under Hackett's relaxed, easy-going personality is one of the most competitive people you'd ever meet. "When I become interested in something, I go at it in a fanatical sort of way," he explains. This becomes evident when you consider Hackett has been sailing for just ten years. He has gone from his first boat, "Cracker Jack", a Ranger 23, to racing in one of the most prestigious sailing events in the world.

His entire life has followed this achiev-

ment pattern; as an all-star swimmer he went beyond the confines of a pool to race across the Golden Gate. He recieved several scholarship offers for swimming and became president of the South End Rowing Club for whom he swam. He raced motorcycles competitively for ten years and is now an avid handball player.

Hackett became interested in sailing because he considered it a sport that he could still compete in as he got older. His wife Carolyn also enjoys sailing and was the first in the family to bring a trophy home — that coming after a women's regatta at the Berkeley YC. (The Hackett's have two young girls with another due around Trans-Pac time.)

Richard's first sailing recognition came as the Catalina 27 National Champ, and a long list of YRA Championships followed. Now he is frequently seen on a variety of yachts including "Bohemia", "Leading Lady", and of course his own Etchells 22.

Sometime after starting in bigger boats Hackett started racing in dinghys. He says, "Sailing dinghys was a critical time in my racing career. You pick up a sensitivity for the water and for windshifts that are so important on bigger boats. While racing Lasers I'd get three starts a day, and after a couple of weekends I'd gained more experience than in an entire YRA season. In fact, the smaller the boat, the more I learned, and the better sailor I became."



"The best part of Laser races is after the finish, when you'd come back into the club and everybody would be super friendly and exchange their techniques and go-fast ideas. On bigger boats the skippers are still trying to beat you in the bar after the race!"

Many yachtsmen consider the San Francisco fleet of 18 Etchells 22s the most competitive on the bay, and Hackett has established himself at the top of that fleet. Vito Bialla, Class Secretary, explains, "Rich and his crew, Jim Caldwell and Dave Vickland did a fantastic job at the 1978 Etchell World Championships held in Newport Beach. They won the second race of the series and led all bay area entries in the series by taking a 9th in the very competitive 45 boat fleet."

Hackett considers bay area racers to be good 'surviving' sailors, but feels they lack experience in all the varieties of wind conditions. "When you compete against sailors in other areas you realize how little we understand wind shifts, and how to shift gears to keep moving through the wind."

Hackett has reached this level of competition through hard work (he reads everything he can get his hands on and meticulously prepares his boat before each race), his uncanny way of being able to relate to people, and lots of sacrifice (his wife Carolyn looked the other way when it took Rich three years to complete the remodeling of their living

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HENRY SCHOFIELD	LONG BEACH YACHT CLUB
BRUNO TROUBLE	YACHT CLUB d'HYERES

HACKETT'S CREW

NAME

POSITION

RICH HACKETT (CPYC)	HELMSMAN
BENNY MITCHELL	TACTICIAN
STEVE TOSCHI (CPYC)	COCKPIT
BILL CLAUSSEN (RICHMOND YC)	COCKPIT
JEFF MILLER (CPYC)	MAIN
TERRY GAYDOS (CPYC)	MAST
JIM CALDWELL (CPYC)	FOREDECK



room.)

Hackett's next big event will be the 15th running of the Congressional Cup to be held on the 15, 16, and 17th of March in Long Beach. Ten identical Cal 40's will be used for the 45 windward-leeward match races held during the tension-packed three-day event. Hackett and his crew will be matching sailing skills with 9 other skippers from France, Ireland, and Sweden as well as from New York, Texas, the Great Lakes and southern

California. Many of these skippers are 12 Meter sailors, and several are past Congressional Cup winners.

Coyote Point YC has never seen the likes of a winner like Hackett and is giving him and his crew plenty of support. A send-off dinner and fundraising auction were held earlier this month, and it is rumored that over one hundred club members will journey south to cheer the local boys through the Congressional Cup.

— rich everett

APOLLO



Apollo on a power reach behind Blossom Rock Bouy

In Australia they do things backwards; having summer weather during the winter is one example. When civilized people are sitting around belching and watching bowl games on the 26th of December the Aussies have just set out on their ocean

racing classic, the bruising Sydney to Hobart Race.

The image we'll always have of that race was formed upon seeing a greeting card from Jack Rooklyn's big 72-ft. sloop "Ballyhoo". The card was an aerial photo

Sometimes we wonder if local sailors realize the quality of boats the the 'Big Boat Series' draws to the St. Francis each year.

This fact was impressed upon us when Irv Loube's "Bravura" of the Richmond YC won the Puerta Vallarta Race, and

of the boat as her forward quarter was piercing a terrifying wall of green water during one Sydney to Hobart Race. In big letter over the photo was written "Season's Greetings", and in smaller print it read: Water temperature — 39 degrees, Air temperature — 41 degrees. Something awful like that.

True to form, in the most recent race a storm raged, but it was the human kind generated by sailmaker Rolly Tasker. His lightweight 77-ft sloop, "Siska" had her measurement bungled and then her re-measurement was denied on grounds it wasn't filed soon enough. Outraged, Tasker took off for Hobart as an unofficial entry, leaving just a few minutes before the official entries. That fact that Siska crossed the Hobart finish line some 20 hours ahead of the nearest official entry only calmed him slightly, and he briefly considered suing the race committee.

First official entry to finish was Jack Rooklyn's newest boat, the 57-ft. "Apollo", a boat many of you will remember from last year's Big Boat Series. Apollo narrowly edged Helsal for line honors, and what is remarkable about this is that Helsal is of ferro cement construction. It the best finish we've ever heard from a ferro boat in a major race . . . heck, it's the only finish we've heard of.

Corrected time honors however went to the 47-ft. sloop, "Love and War". Love and War had won the Sydney to Hobart once before, and with this victory became the first boat to win the event twice since the Freya won it for a third time in the mid-60's.

Jack Rooklyn's Apollo won the Sydney to Hobart Race.

Apollo had been 7th in a fleet of 10 in the City of San Francisco Perpetual; Bravura 4th in a fleet of 5 in the Atlantic Perpetual.

— latitude 38

Latitude 38,

This brief summary of the Del Rey to Puerto Vallarta Race may be of interest to you because Irving Loube's "Bravura" was first in Class A and Overall.

The syndicate owned Ragtime, in lowering the course record by over twenty-three hours, averaged over nine knots for the 1,130 miles. "Drifter" and "Checkmate", second and third across, also broke the record set by the 83' M boat, "Sirius II" in 1973.

Bravura, fourth on elapsed-time, was helped by a new, taller rig and the removal of some keel weight.

Weather along the Baja coast was ideal for the early finishers, while the smaller boats had to contend with some light air and headwinds near the finish. As a result, the top placings overall were dominated by Class A yachts in what has traditionally been a small boat race.

Just got my second issue of the sheet and am enjoying it mucho gusto.

Yours truly,
David Faulkner
San Diego

IOR CLASS A

- | | |
|------------------------|---------------|
| 1. Bravura — Frers 48 | Irv Loube |
| 2. Checkmate — Pete 50 | M. Livingston |
| 3. Ragtime — Spncr 63 | LSF Syndicate |

IOR CLASS B

- | | |
|--------------------------|-----------------|
| 1. Alarife — Kiwi 40 | Manuel Arroyo |
| 2. Deception — Muli 43 | David Meginnity |
| 3. Secret Love — Swan 44 | Brad Herman |

IOR CLASS C

- | | |
|-------------------------|---------------|
| 1. Vixen — Eric 39 | Chuck Cheyney |
| 2. Dutchess — Tartan 41 | M. Hillman |
| 3. CeCe Bon — Yank 38 | S. Bonovich |

PHRF

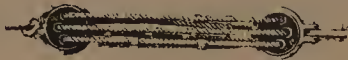
- | | |
|--------------------------|---------------|
| 1. Hallelujah — Brist 38 | R. Squire |
| 2. Pericus — Off 47 | J. Williamson |
| 3. Entourage — Cata 38 | LBVC Syd. |



Bravura trails Blue Norther and Scandalous around Blossom

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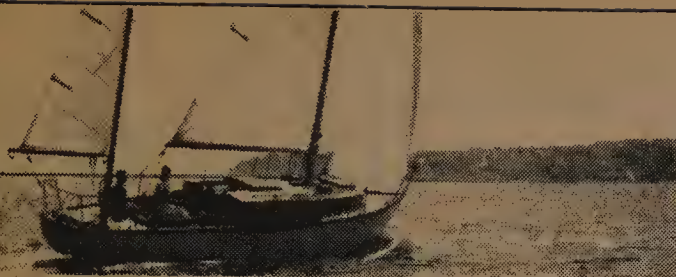
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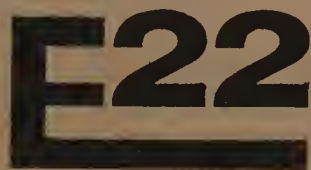
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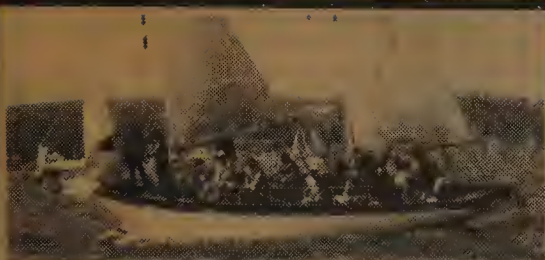
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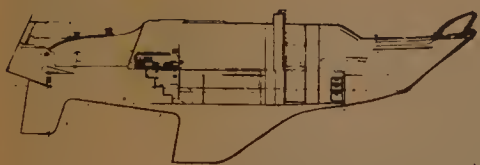
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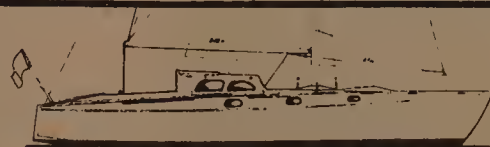
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53' SKOOKUM KETCH	50,000	28' RANGER	24,000
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48' STAYSAIL SCHOONER	47,500	28' CAL	15,000
47' CHEOY LEE	110,000	28' ZIMMERMIA	15,000
45' ROSBOROUGH	65,000	28' ALBERT HELLER	10,000
44' PETERSON	115,000	28' STARLITE CUTTER	10,000
43' RHODES	20,000	28' KINGS CRUISER	7,500
42' MISTRESS 39	90,000	27' DUFOUR	28,500
41' CHEOY LEE OFFSHORE	98,000	27' NEWPORT	20,000
41' CT	two from 75,000	27' TARTAN INBOARD, good inventory	19,775
41' BENNETT	45,000	27' ISLANDER	16,000
38' YANKEE 1 TON	57,000	27' CATALINA	12,750
37' FAR EAST GARDEN	52,000	26' RANGER	13,000
35' MEGELLAN M/S	41,900	26' CHEOY LEE	11,900
35' PEARSON ALBERG	37,000	26' AMERICAN	10,500
34' MAAS YAWL	29,500	26' EXCALIBUR	10,000
33' MOOR KETCH	20,000	26' THUNDERBIRD	two from 6,200
32' WESTSAIL	52,000	25' SEA HORSE YAWL	28,500
32' KENDALL	50,000	25' PETERSON 2-25	17,785
32' FUJI	46,950	25' NIGHTINGALE	11,800
32' STEEL SLOOP, aft cabin	39,000	25' BALBOA	10,500
32' CLIPPER MARINE	21,500	25' CHEOY LEE "Frisco Flyer"	10,500
30' JEPSEN SCHOONER	35,900	25' CORONADO	7,500
30' CATALINA	28,500	25' FLEUR BLEU	3,900
30' PEARSON	28,000	24' SAN JUAN	two from 13,700
30' RAWSON	two @ 26,000 and 27,000	24' CAL T/4	8,500
30' ISLANDER	low price 23,500	24' CAL 2-24	7,600
30' SCHULSTER M/S	20,000	24' COLUMBIA CONTENDER	4,000
30' PACIFIC	14,000	23' RANGER	14,500
30' CLIPPER MARINE	11,700	23' MAYA	10,000
29' CASCADE	17,500	23' BEAR	four from 4,800
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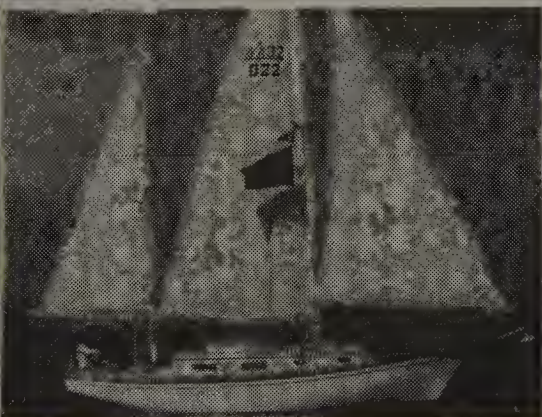
32' CHALLENGER 1974. 5 winches, 3 sails, Palmer I.B., D.S., compass, wheel steering w/emergency tiller, cockpit, steering w/emergency tiller, cockpit cushions, shower, refer, pressure water, dinette, etc. Entire boat is in top condition. Ideal live-aboard. **\$43,800**



ENGLISH SEA CRAFT KETCH. Built in 1945, completely rebuilt in '77-'78. Salty traditional wood pocket cruiser. 20' on deck. **\$7,000.**



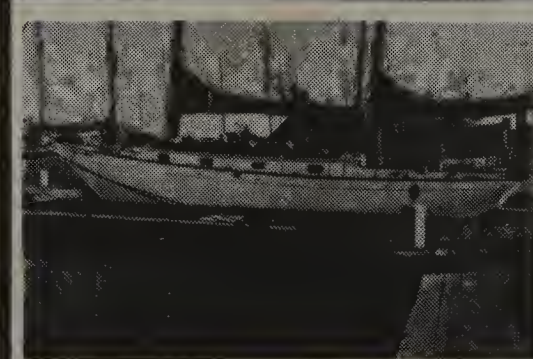
'41 GULFSTAR, 1974. Center cockpit, aft cabin with engine room. Quality throughout with U.S. construction. Refrigeration, Perkins diesel, 4 sails on roller furling, VHF, flashing D.S., recording D.S., apparent wind I., wind speed I., Loran, K.M., A.P., emergency tiller, canister liferaft, cockpit cushions, dodger, Bimini top, anchor windlass, etc. At our docks. **\$75,000.**



32' FUJI KETCH, 1976. Diesel, 4 sails, Lectra-san, shower, H & C pressure water, VHF, D.S. Call for full inventory. Beautiful cruiser—liveboard. **\$46,750.**

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24' '65 TRIMIRAN, glass, I.B.	4,500
24' '66 COLUMBIA, full keel	5,500
24' '76 NIGHTINGALE, strong win . .	14,900
26' '46 STEPHENS, full keel	4,850
26' '70 WESTERLY CENTAUR	17,950
26' '76 S-2, dsl.	24,950
27' '68 CHEOY LEE, dsl.	28,000
30' '62 MOTORSAILER, dsl.	16,500
30' '73 CORONADO, Lectra-san	24,500
32' '72 VAN DER VLIS, steel.	35,900
34' '61 NICHOLS YAWL	27,900
34' '59 MAAS YAWL, teak, dsl.	29,500
35' '71 RASMUS, dsl.	55,000
36' '76 ISLANDER	58,500
37' '76 GULFSTAR	63,000
40' '65 CHEOY LEE	69,000
41' '77 CHEOY LEE "Custom".	98,500
45' '73 COLUMBIA	86,000
45' '47 STEEL KETCH	50,000



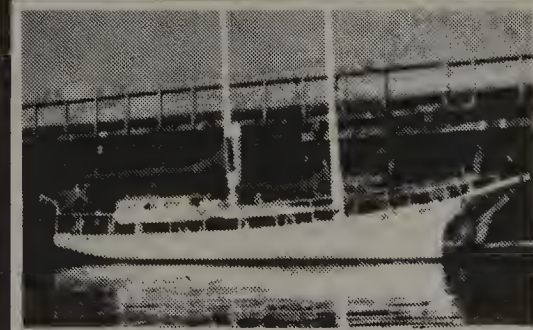
37' GARDEN KETCH, 1965. Perkins diesel, Edson steering, sailing dinghy, good cruising inventory. D.S., Bendix AP, VHF, Richie compass. Excellent live-aboard. **\$49,900.**



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40' GARDEN KETCH 1968. Perkins 4-236, 125 gal. fuel & water, Wood Freeman A.P., D.S., ADF, VHF, twin downwind poles, Aries vane, dodger, Boston whaler sailing dinghy. Set up for long-range cruising. Has over three pages of additional equipment and custom fittings. **\$77,850**



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Ratelco Cole Stove	168
R.F.D. 6-man Life Raft	1,100
Orinda Controll Systems Autopilot	795
Yanmar 2 QM 15-Diesel	2,580
Yanmar 2 QM 20-Diesel	3,030
Guest 202 200,000 C.P. Spotlite	44
Honda EM 400, ready to go	316
Simpson Lawrence 555 Windlass	587
Impulse 360 Fathometer	249
Brass Trawler Lamps	58
3 wire, 30 amp Shore Power Cable	65/ft.
Silva Compasses	54
1/2" Galv. Shackles	2
Stainless Scotch Boxes	44

Used

Mahogany Boarding Ladder	\$ 75
Aladdin Heater	25
Mooring Float 36" dia. steel	75
Bronze Clubfoot Pedestal & Gooseneck	70
12" dia. wired porthole glass, each	4
Small boat binnacle compass	125
Bronze Navy bidge pump	30
Raritan Lectrasan, inst. not used	300
2 1/2" w/c Seacock with thru hull	185
Aluminum & Plexi. opening hatch	100
Power Windlass	200
230' 5/16 Galv. Chain	200
Gimballed BBQ	30
Pico Star Kero. Lamp	50

Selected Brokerage Boats

20' BB-11	\$ 1,850
22' SANTANA	5,500
24' GLADIATOR	6,700
25' O'DAY	12,500
26' PEARSON	14,900
27' BRISTOL	13,500
27' CHEOY LEE OFFSHORE	25,000
27' ERICSON	18,900
27' TARTAN	18,500
28' CAL	15,000
29' CAL	27,800
30' BERMUDA KETCH	31,900
30' DOUBLE ENDER	12,000
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30' WINSLOW KETCH	19,500/offer
32' ANSTY RUSTLER	43,500/offer
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32' KENDALL, new boat	44,950
33' ALDEN PINKY KETCH	24,900
33' CARTER	35,600
33' PEARSON 10M.	47,900
33' RANGER	37,500
33' MOTORSAILER	18,000
34' CAL	34,500
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35' PEARSON ALBERG	35,000
35' STONE SLOOP	29,000
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